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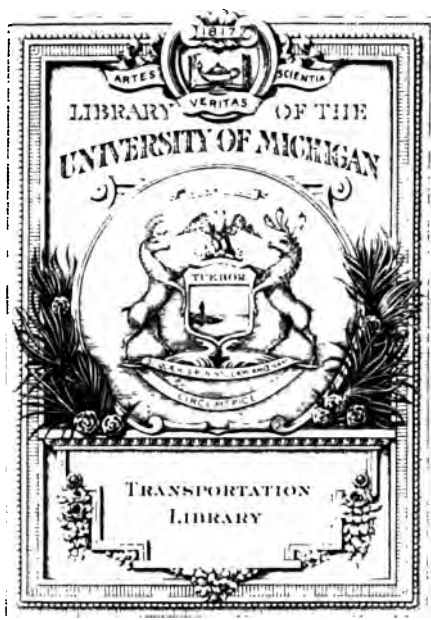
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# PROCEEDINGS

OF THE

## Boston & Oswego

### RAILROAD CONVENTION.

HELD IN

## OSWEGO,

**JUNE 14TH AND 15TH. 1871.**



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#### DELEGATES IN ATTENDANCE.

It is impossible to give a complete list of Delegates attending from broad as many of them omitted to register their names. The following, however, are a part of those attending and is as full a list as we are able to give :

E. H. DERBY.....	Boston.
— CROCKETT.....	"
— WELLS.....	"
CHAS. H. CROSS.....	Pulaski.
N. B. BROWER.....	Steuben, N. Y.
GARRITT LOOMIS.....	"
ALFRED RICE.....	"
WM. LEWIS.....	"
SAMUEL U. MILLER.....	"
JOHN W. BROOKS.....	"
O. P. WHITE.....	Westernville, N. Y.
JOSEPH DALE.....	"
LUTHER HAVEN.....	Mannsville.
S. C. THOMPSON.....	Constableville, N. Y.
EMERY ALLEN.....	"
W. RAY TANNER.....	Booneville.
H. W. BENTLEY.....	"
WM. BAMBER.....	"
SAMUEL JOHNSON.....	"
GEO. B. ANDERSON.....	"
J. A. COWLEY.....	Osceola, N. Y.
B. W. HOUGH.....	West Leyden.
A. M. WINCHESTER.....	Sodus, N. Y.
J. A. BOYD.....	"
R. V. THOMAS.....	"
R. B. BELDEN.....	"
GEO. I. POST.....	"
JOHN IVES.....	Salisbury, N. Y.
C. COMSTOCK.....	Rome.
JOHN STRYKER.....	"
J. B. LEWIS.....	"
DAVID UTLEY.....	"
A. MUDGE.....	"
GEO. MERRILL.....	"
E. B. ARMSTRONG.....	"
STEPHEN VAN DUSEN.....	"
G. V. SELDEN.....	"
G. M. BISSELL.....	"
JAMES STEVENS.....	"
Z. HILL.....	"
THOMAS STRYKER.....	"
G. S. BATCHELLE.....	Saratoga Springs.
WM. McECHRON.....	Glen's Falls.
THOMAS S. COOLIDGE.....	"
D. A. DWIGHT.....	Adams, N. Y.
J. C. WRIGHT.....	Copenhagen, N. Y.
E. TYLER.....	Henderson, N. Y.
WM. DOBSON.....	"
GERRIT SMITH.....	Peterboro.





## BOSTON & OSWEGO RAILROAD CONVENTION.

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The Boston and Oswego Railroad Convention met in the Court House, in the City of Oswego, June 14th, 1871, in pursuance of the following call, which had been sent to persons interested in the enterprise along the proposed route :

BOSTON AND OSWEGO RAILROAD.

OSWEGO, N. Y., May 15, 1871.

SIR,—In view of the early completion of the Hoosac Tunnel, and the necessity of railroad communication therefrom to the lakes, a meeting of citizens was held in the Board of Trade Rooms, of the City of Oswego, N. Y., a few weeks since, and a committee of gentlemen appointed to visit Boston with reference to the project. The Committee at once entered upon their duties, and visited Boston and other places east of the Tunnel, conferring with various persons interested in the work. On their return home, a second meeting of citizens was held at the same place, to hear the report of the Committee.

At the last named meeting, a full report was made, and a general interchange of views had upon the subject. The

meeting ordered a Committee of five to be appointed by the Chair, who should confer with parties interested in the proposed road, and take measures to forward the enterprise.

The Chair named as such Committee : DAN'L. G. FORT, A. H. FAILING, GILBERT MOLLISON, CHENEY AMES, and L. L. KINYON.

This Committee, after having conferred with several gentlemen in the Eastern States, as to the propriety of calling a convention of the friends of this enterprise, and the place and time for holding the same, have decided to call such convention in the City of Oswego, on WEDNESDAY, JUNE 14th, 1871, at 12 o'clock, M.

The object of this circular is to invite you to be present at that convention, and to participate in its deliberations.

The Committee would also consider it a favor if you would invite others, friends of the enterprise, as you may see fit, to be present, and whose names may perhaps not have occurred to them.

This meeting is called for the purpose of a general interchange of views upon the subject, and if it should be thought advisable, to organize at once a company to carry out the sentiments adopted.

Yours respectfully,

DAN'L. G. FORT,

Chairman.

There was a large representation from all points along the contemplated line, and an enthusiastic feeling was manifested. The Hon. D. G. Fort, on calling the Convention to order, nominated Gen. G. S. Batcheller, of Saratoga, as temporary Chairman.

Gen. Batcheller, on taking the Chair, thanked the gentlemen of the Convention for the honor conferred in calling upon him to preside over their deliberations. He experienced a feeling of gratitude at the spirit which embued the

Convention, and trusted that the results arrived at, would be such as to be acceptable to all the localities represented. The enterprise comprehended vast results, and should not be warped by local interests. The two essential ideas in the construction of the road were, first, to connect the Lake with the Eastern seaboard ; and, second, to construct the road of sufficient carrying capacity. When the Hoosac Tunnel is completed, Oswego would then be as near Boston as New York, if not nearer. If the line can be so graded as to admit of a train composed of the usual number of loaded cars passing over it, Oswego and the West would then have an outlet for their cereals and other productions, and Boston and the New England coast be correspondingly benefitted. He hoped that the fruition of the Convention would be the building of the road. (Applause.)

Mr. G. Mollison moved that H. L. Davis, of Oswego, and M. B. Hough, of West Leyden, be appointed Secretaries. Carried.

The Hon. D. G. Fort moved that a committee of five be appointed by the Chair to designate a permanent organization for the Convention. The following gentlemen were appointed. Hon. D. G. Fort, of Oswego ; D. Utley, Rome ; O. P. White, Westernville ; Hon. Alva Crocker, Boston ; and M. B. Hough, West Leyden.

On motion of the Hon. Cheney Ames, the following gentlemen were appointed a committee to draft suitable resolutions for the consideration of the Convention : E. H. Derby, Boston ; G. S. Batcheller, Saratoga ; C. Comstock, Rome ; George B. Anderson, Booneville ; and Gerrit Smith, Peterboro.

On motion of Mr. C. Comstock, who stated that the mover had omitted to name any one from Oswego, the Hon. Cheney Ames was added.

The Hon. D. G. Fort stated that he was requested by the Committee of Arrangements to say that the carriages would

be ready this afternoon at 4 o'clock to take the delegates about the city. To-morrow morning, at 9 o'clock, there would be a short excursion on the lake, Mr. Allison, of the Northern Transportation Co., having kindly placed a steamer at their disposal. The services of the tug *Morse* and steamer *Pictou* had also been kindly tendered, so that the accommodations for all were quite ample.

On motion of the Hon. Cheney Ames, Mr. Mollison, President of the Lake Ontario Shore Railroad Company, and Mr. Post, were requested to make some remarks in reference thereto.

Mr. Mollison said that the Lake Ontario Shore Railroad Company had already located 50 miles of the road West, which would be put under construction immediately. He considered the basis of the road satisfactory in every particular. It was 145 miles in length to the Niagara River, for the building of which \$2,000,000 had already been subscribed, making the amount ready for expenditure per mile about \$13,000. The road would run through a rich and level country, one hundred miles of which could be graded very cheaply. The Lake Shore Road was part of the great enterprise they were here to consider to-day, and great confidence was reposed in a line from the lake to the sea. Lake Ontario now floats one-third of the grain passing from the West to the East. We have assurance that the Welland Canal will be enlarged, when that is done, two-thirds of the Western cereals will come down upon Lake Ontario.

The Delaware, Lackawanna & Western Railway are now delivering 1,000 tons of coal here daily, and the Midland a very large amount of the same product. The Delaware, Lackawanna & Western Railway also brings to us immense quantities of railway iron, which, with the salt from Syracuse, for which Oswego is the principal depot, forms return cargoes for vessels, so that our port will be constantly increasing in commerce.

Oswego is the sixth city in the United States as a port of entry. We have the largest foreign trade on the lakes, and need facilities of communication with the sea-board. We extend the hand of greeting to Boston, and will aid the project under consideration to the best of our ability.

Hon. Geo. I. Post was called upon, but begged to be excused, as he could but repeat what Mr. Mollison had said.

Hon. B. Doolittle moved that the Convention take a recess until 2 o'clock this afternoon, and that a session be held this evening.—Carried.

#### AFTERNOON SESSION.

The Convention was called to order by Gen. Batcheller, the temporary Chairman.

Hon. D. G. Fort, Chairman of the Committee on permanent organization reported as follows :

For President, Hon. E. H. Derby, of Boston.

Vice-Presidents, Hon. A. S. Page, Oswego ; J. B. Jervis, Rome ; Wm. Lewis, Steuben ; Henry W. Bentley, Booneville.

Secretaries, Henry L. Davis and H. C. Tanner, Oswego.

Hon. John Stryker of Rome, and Hon. A. Bronson of Oswego, were appointed a Committee to conduct Mr. Derby to the chair.

The Hon. E. H. DERBY, on taking the Chair, thanked the Convention for the honor conferred in electing him to preside over it. A stranger going into a foreign land naturally looks around for memorials and inscriptions. So had he done to-day, and suspended in that room he recognized a map on which was inscribed a road with Boston at one end, and Oswego at the other. This was a happy harbinger of the future marriage of the two cities. Before proceeding to business, the gentlemen of the convention would like to hear something of Boston and the Bay State. Massachusetts is but a small State when compared to New York. A little man, however, has often as much grit as a large one, and there is something of this in the Bay State. By a glance at the map, it will be perceived that the State of Massachusetts extends an arm into the ocean, sparkling



with jewels—the bright homes of its fishermen—and sometimes it presumes to think it is the forefinger of the nation. That State now aspires to a connection with the great lakes, not on grounds of size or fertility, for to those it has no pretensions. It cultivates the sea as much as the land. Products to the value of forty million dollars are drawn annually from the deep, and some of these we can send you. We are a consuming, not a producing State. Nature has been munificent to us in giving us water and rock. We have little lakelets and rivulets that trickle down from our mountain sides, and we take the granite wherewith to dam them up, and thus render them useful. We have a great many cold water men in the old Bay State, who first use it in their cups, then on the water-wheel, and then as steam to feed our engines. Converted into ice, it is exported to the Indies, where it buys coffee and spices. When we offer up our morning prayers, we do not expect manna from heaven to fall directly upon us; we look to the West, and that is whence we expect Heaven to give us our daily bread. Massachusetts is the mother of men who their duties know, and know their rights as well. Massachusetts, limited in size, and inferior in soil, is great in commerce and manufactures. Over eight hundred million yards of cloth and twelve hundred thousand cases of boots and shoes were manufactured there annually, and did it possess the water power of Oswego, he did not know what it might not accomplish. The water privileges here were immense, coming from six or seven lakes, all contributing to its mighty power. The stream was neither dry in summer, nor overflowing in winter, and were he its possessor, and sufficiently powerful, he would take it to the Bay State and make his fortune.

Massachusetts, though small, was one of the most populous States in the Union. It was also distinguished for its wealth. The city of Boston was termed by the poets, "The Hub," and it must be of gold or very much gilded. It had acquired great wealth by foreign commerce. Its population within the municipal limits was 260,000, but as every "hub" had an outer rim, so Boston had its outer rim, within the circle of which were three-quarters of a million of inhabitants, with a wealth exceeding one thousand millions of dollars. It was a great commercial centre and a centre of capital. It was next to New York, and ahead of Philadelphia. In fact, it was the second commercial city in the Union. In Massachusetts the little savings banks increased their deposits between twenty and thirty millions of dollars annually. Nature intended Boston to be New York. The Mohawk River, whose current tended naturally toward the "Hub," turned abruptly at right angles and flowed



toward the Empire city. The way to Europe is by Boston, as it is on a direct line. New York is too far south and Portland too far north. It was in the centre of the manufacturing interests, and possessed every facility for trade with either Europe or the British Provinces. Boston harbor is unequalled. It is completely landlocked, and surrounded by highlands, protecting it from the wind and billows of the ocean. There are two entrances to it. One comparatively wide for small vessels drawing twelve feet of water, and the other for ships of any draught, but so narrow that two vessels of moderate size can scarcely pass each other. This latter entrance is completely covered by forts, bristling with cannon, rendering it literally impregnable. A ship of war could not come within ten miles of the city of Boston, and until a revolution takes place in gunnery no fear need be apprehended for the security of the harbor.

The depth of water in New York harbor is 24 or 25 feet; in that of Boston 34 feet at high tide. The Great Eastern could swing within a cable's length of the shore. As to its size, it is between fifteen and sixteen miles in length, with an average width of one mile. It is competent to hold all the shipping of the lakes and coast at once. Send us all you choose, and we will guarantee to afford an adequate shelter. Let me now say that the entire annual wheat product of the State of Massachusetts is but 36,000 bushels. The aggregate amount required for domestic consumption in New England is about one hundred millions of bushels. This we want from you, and through you from the West.

A large trade in wheat has been established with England, amounting in two years to a hundred millions of bushels. In England the land goes to the rich by the law of primogeniture and entail; in this country, under the homestead law the poor man has a share in it. The result in the old country is, as men accumulate wealth they require large domains—parks of five hundred acres—and little farms are converted into forests. As a consequence, over one hundred thousand acres of land are annually thrown out of cultivation. The English afforest while we deforest. There is an annual demand in England for over one hundred and sixty million bushels of grain. Have we not got it? Has the West not got it? And how are we going to get it there? By railroad. Transportation is now cheaper by rail than ordinary canals, which it must eventually supersede.

But this is not all she wants. We have heard of the great "beef eaters" of England. It has been ascertained by statisticians that

each man, woman and child in England eats two ounces of meat per day. Its consumption, then, is simply immense, and cannot we, upon the average, supply it? The corn product of the West amounts to twelve hundred million bushels annually, and four pounds of corn produces a pound of meat. Why, then, cannot five hundred million dollars' worth of meat be added to the supply? There are some gentlemen in Philadelphia who say that every bushel of wheat should be converted into cotton cloth before exporting it. England was the mother of this country, and it was the pleasing duty of the United States of America, not only to manufacture, but to nurture her in her old age.

Some twenty-two years ago, an account was taken of the traffic upon the canals and railroads of New York. It then amounted to three million tons annually. The Hon. Alvin Bronson, the pioneer of Lake Ontario navigation, brought the first man to Oswego to build a vessel. At first, the commerce of the lakes was small, but it gradually increased. In 1869 the three millions of tons had increased to thirteen millions, and were an estimate now made it would, doubtless, reach fifteen millions. Were the tonnage to increase five-fold at the end of the next twenty years, it would be seventy-five millions. Such is the commerce of the lakes which we meet here this afternoon to discuss. In Massachusetts there is one mile of railroad for every four miles of surface. The theory there is—that every village, great or small, must have a railroad. Railroads build up cities, and Massachusetts proposes to be a State of cities. To do this, it wanted, not only a connection with the sea, but also with the interior. Not having water communications such as New York possessed, Boston began by building a short railroad, and then steam was put on to Nova Scotia. It is the great commercial centre of the East. The coast of Massachusetts is fringed with sea-ports, and Boston had built lines to, and made connection with all of them.

It, then, wanted a route to the West, but the Green Mountains of Vermont formed a barrier. Some thirty years since, the Western Railroad to Albany was built, in the face of considerable obstacles and difficulties. As first it earned about \$700,000 annually, and now its receipts amount to \$7,000,000. Then a road four hundred miles long was built to Ogdensburg, on the St. Lawrence river, but that was circuitous. There was now a line of ocean steamers running into Boston once or twice a week, landing between three and four thousand emigrants monthly. For these ships they had no return freight. England did not want their cloth nor their boots, for of

these it was a large manufacturer. Nor did it require their ice, as that article could be obtained much cheaper from Norway. We are looking to the West for return cargoes; 150,000 bushels of wheat from the West are now under contract for England, 60,000 of which were actually en route by way of Boston. The route of the latter place was now through Albany, Ogdensburg and Montreal; but we are not satisfied, we must have one by the way of Oswego, on the best and most direct route, not over or around, but through the mountains.

Thirty years ago he left the Western Railway and became interested in the Fitchburg line. The people on the Fitchburg line gave their lots on Boston harbor in exchange for stock. So valuable of late had that stock become, that the State had some idea of appropriating it. The Fitchburg line was the leader in starting the Hoosac tunnel. It is the ally of Oswego and the West, and does not wish to part with its road.

The Hoosac mountain was the barrier to the direct line from Boston to the West. It was fifteen hundred feet in height, bounded on the east and west sides by two rivers five miles apart. To overcome this obstacle it was at one time proposed to build a canal under it, but luckily the project was abandoned until the era of railroads. After considerable difficulty, the State was induced to build a railway tunnel, and five millions of dollars were appropriated for that purpose. The people of Massachusetts confirmed the grant, and the work was now steadily progressing. Four thousand feet of rock were disappearing every year, and before the snow flies in 1873 the work will be accomplished and a connection made. (Applause).

It cost the State of Massachusetts forty millions of dollars to connect with New York. And now what remains for the people of the Empire State to do? There are but one hundred and ten or twenty miles of road to construct on either the Boonville or Rome routes, which can be built for less than \$30,000 per mile—a mere bagatelle when compared with what Massachusetts has expended. So far we have done all; and is it not now incumbent on the people of the Empire State to do something? If you will only look around, settle upon a line, do the grading and fencing, and obtain the ties, Massachusetts will aid you in the rest. She will furnish you with the iron, and we will go to those little savings banks and obtain money enough to complete the enterprise.

The interests of Oswego are in the Boston route, and not the Portland, the latter place is an offshoot of the former, and not to be compared with it in trade, capital or population. The time now

occupied in reaching Oswego from Boston is about twenty-one hours. When the contemplated road is built it will be reduced to nine hours. In return for your grain we can then send you fresh salmon, fresh lobster, and fresh halibut. The people here don't know what fresh fish is, unless they catch one of their June trout or white fish on the lake. One of the attractions in coming to Oswego would be the advantages accruing from its immense water power. There was also a trunk line to New York which would help to load its propellers. Another inducement was the import of coal, amounting to one thousand tons daily, which served as return freight, as did also the salt and iron. These he was afraid neither Mexico Bay, nor Sackett's Harbor, nor Henderson possessed. The city of Oswego was a most beautiful one, comprising 25,000 inhabitants. Its site cannot be surpassed, with elegant residences, a splendid river and fine harbor. There was plenty of room for railroads. Even though in twenty years the traffic of the lakes should amount to one hundred millions of tons, ample harbor accommodations could be found for that amount. You must assist yourselves. You must not expect the legislature of the Bay State to do everything. What we want of you is to put your shoulders to the wheel, and we of Massachusetts will come and lend you a helping hand.

The speech of the Honorable gentleman was listened to throughout with wrapt attention, and created a most profound impression.

Mr. Derby was followed by HON. ALVIN BRONSON, who read a very able paper on the Commerce and Improvement of New England and the Lakes, as follows :

The object of this Convention, as indicated by the call of a Committee, is, by discussion, deliberation and interchange of opinions, to prompt future action in the field for commerce between New England and the lakes, and particularly between Boston, the commercial capitol of New England, and Oswego, at the foot of the great lakes. Having been invited to participate in these deliberations, I beg leave to premise that I embarked in the foreign commerce of New England sixty-seven years ago, and was driven from the seaboard to the lakes by the lawless acts and violations of neutral rights by European belligerents—England and France—and have been extensively connected with the commerce of the lakes for sixty-one years.

My experience and observations, covering two generations, will, I

hope, exempt my opinions from the imputation of arrogance. The assembling of this Convention is opportune and well timed, following close upon the deliberations and action of our neighbors of Canada, and the Maritime Provinces of Great Britain, seeking the same object—the commerce of the lakes and great basins beyond.

In a former paper I said the St. Lawrence and the Mississippi are the natural and cheap outlets for the products of the great basins of the interior of our continent, but they met the ocean, the one in too low and the other in too high a latitude. Brindley, the enthusiastic engineer of the Duke of Bridgewater's canal, when asked what rivers were made for, replied—to feed canals. Now, though we, like the engineer, may ignore these great rivers, our lakes or inland seas cannot be ignored; in spite of modern improvements and mechanical contrivances, these lakes maintain their position, at the head of all means, save the ocean, for the celerity and cheap rate at which they move the heavy, bulky and cheap commodities of commerce, comprising nine-tenths in tonage of the marketable products of the world. The steam engine, the great mechanical power of the age, which gives such efficiency to the iron road, adds equal power and efficiency to the lake coaster.

It is the combined and harmonious action of these two modern contrivances, the steamboat and railroad, that must give to New England and New York their share of this great prize, the commerce of the North-west, the basin of the lakes, and the great northern basin of the continent, the future granary of New and Old England.

These lakes, stretching half across the continent, surrounding large Peninsulas and skirting numerous States and Provinces; give to a broad belt of good land a salubrious and mild climate, and the best facilities to traffic which nature and art can bestow. I estimate the cost of transporting a bushel of wheat by a continuous voyage over four or five of these lakes, at one cent for each hundred miles; thus, from Duluth or Chicago to Buffalo 1000 miles, 10 cents; to Oswego 1200 miles, 12 cents; to Ogdensburg, 1300 miles, 13 cents or one-third of a cent per ton per mile.

This cheap rate of freight exerts a strong influence on the commerce of a broad belt of country, and makes feeders or co-workers of the canals and railroads contiguous or beyond, quite to the Pacific. That portion of the continental traffic destined for the Northern Atlantic, being attracted by the lakes and repelled by the Alleghany mountains, accumulates at the foot of lakes Erie and Ontario; having turned the Alleghanies, again radiates to New York, Boston, Portland, and Montreal, presenting to these points a fair

field for competition, and promising a large reward to engineering skill, capital and mercantile enterprise. The trade of the lake basin, sixty years ago, was mostly in the hands of two firms, one the lessees of the Niagara portage, and the other stationed at Oswego, on lake Ontario, and Black Rock, on lake Erie, and conducted in some half-dozen coasters, aggregating 1,000 tons. This traffic embraced stores for the military posts, the fur companies' goods and peltries, Indian annuities, Onondaga salt for the Pittsburg market, and a handfull of goods and provisions for the infant settlements of the lake region ; with an occasional freight of flour, pork, and potash for Montreal. This commerce has increased some five hundred fold in these 60 years, and probably requires for its service half a million tons of shipping.

The field of this commerce is now covered by a network of railroads and canals, with one road spanning the broadest part of the continent ; and another, the Northern Pacific, starting under favorable auspices, and will, by the first of January next, connect the head waters of the lakes at Duluth with the Red River of the North, by some 600 miles of railroad ; making this river, Lake Winnipeg and the Saskatchewan tributary to our channels of trade, with their 2000 miles of steam navigation open for traffic, according to Engineer Johnson, as long as the Erie Canal. This latter road will shorten the distance between the lakes and the Pacific by 500 miles compared with the present road ; will have less mean altitude above tide water by more than 3,000 feet, crossing the Rocky Mountains 2,000 feet lower than the present road, and the Cascades 5,000 feet lower than their rival, the Sierra Nevada. The sea voyage from Puget Sound to Japan and China will be shorter by 600 miles than that from San Francisco.

Already the road is constructed from St. Paul to Duluth, completing the triangle which unites the Mississippi, the lakes, and the Red River of the North. These broad and fruitful basins in the center of the continent, combined with two Continental Railroads, with modern appliances, will yield and distribute with celerity a volume of traffic such as the world has never witnessed. Our business is with that portion of this trade, seeking the Northern Atlantic and New England.

Hon. John Young, a distinguished merchant of Montreal, and former President of the Canadian Board of Public Works, in a paper prepared for the Dominion Parliament, says : " The export trade to foreign countries from the West is not the largest trade. The consumption of the New England or Eastern United States is far greater



than the export trade, and the question arises, can this trade be attracted to the St. Lawrence and through Lake Champlain?" The course and destination of this trade will depend as much, perhaps more, on the skill, enterprise, capital and credit of its competitors, as on natural facilities.

The railroad, the canal (ship and barge,) the river and steam engine, are elements in this competition. In a former paper, on a kindred subject, I said, "The railroad, the great improvement of the age, is limited in power and efficiency only by carefully balancing cost against utility."

The railroad holds signal advantages over most other means of transport. By celerity of movement it monopolises the rapid travel and the valuable commodities demanding safety and dispatch. It seeks commerce inaccessible to lakes, rivers and canals, and prosecutes it with vigor and success when these are ice-bound.

Engineer Johnson, in his essay on the navigation and improvements of the lakes and their connection with the ocean, gives us a ship canal from Ontario, at Oswego, and from Champlain at White Hall, to the Hudson at Albany, but gives no opinion of their utility. I am of opinion that a ship canal will not improve these channels, and that the barge, probably aided by the tug boat, will give the best facilities to these water lines. Even on the St. Lawrence, I should doubt the utility of a ship canal, if great progress and a large expenditure had not already been made on this project.

With the numerous projects for improvements in the broad West, and their rapid progress to completion, with a \$600,000 appropriation for the Welland Canal, now at the disposal of the engineer and contractor, we may have a flood of trade upon us before we have prepared our best channels for its disposition, and find the Hoosac Tunnel and its connections are none too early.

The interesting and important problem now demanding solution is, who shall have the Trunk Road, uniting New England and the Atlantic with the lakes?

Massachusetts, and Boston her capital, have, by an early movement and bold enterprise, established a strong claim to precedence. Her large population, accumulated wealth, high credit, and extended commercial dealings, seem to enable her to give better effect and larger remuneration to these costly structures than any other locality. With ample means, controlled by skill and prudence, may we not hope and expect soon to see the Boston, Hoosac and Oswego Trunk Road completed, and taking rank with the great enterprises of the day.



Mr. W. D. Smith suggested that the hour had arrived for the ride, and that carriages were in attendance.

Mr. D. G. Fort stated that there yet remained ten minutes to 4 o'clock, and that the time might be profitably occupied in reading some of the letters received by the Committee.

The Chair asked the Convention if they would hear the letters, and they so voted.

Letters from the following gentlemen were then read : Edward Appleton, of Massachusetts ; Hon. Alva Croker, of Massachusetts ; Hon. J. Q. Adams ; Gov. Claflin ; Gov. Hoffman ; Hon. Geo. E. Towne, of Massachusetts ; Wm. Shanley, one of the contractors of the Hoosac Tunnel ; Daniel S. Richardson, President of the Vermont and Massachusetts line between Fitchburg and Greenfield ; and Hon. W. F. Allen, of Albany.

An invitation was then given to the delegates to take a limited excursion on the lake, to-morrow morning at 9 o'clock, in steamers, from the dock of the Northern Transportation Company.

At 4 o'clock the Convention adjourned until evening.

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The Convention was called to order by the President. He stated that it had been suggested that the friends of the different routes be heard from.

Mr. COMSTOCK, of Rome, addressed the Convention :

Mr. Chairman,—I have listened with great pleasure, gentlemen of the Convention, to the remarks of our President, in relation to the great enterprise which has brought us together in this Convention. I don't think he over-stated the vast considerations bearing upon the importance of a line of railroad connecting Boston and Massachusetts with the great West, and with the chain of lakes, and he reduced the question to one of practical duty when he presented it as requiring now the completion of only a little over 100 miles of railroad in order to make this great line of communication from

the Atlantic to the West; and, he might have said perhaps, to the Pacific.

I am called upon to state some considerations in relation to one of these routes. Within the last ten or twelve days I have been over a proposed line of road which the locality where I reside takes an interest in, as filling up this gap spoken of in the completion of the railroad connection; and an organization has been projected by those with whom I am acting, to complete this line by the construction of a road from North Bay on the Midland, at the northeast point of Oneida Lake, through Rome, to some point on the Troy and Boston road in the neighborhood of Eagle Bridge. The distance, according to the best estimate we can make of it, of the road to be constructed, will be about 120 miles. When we look at this enterprise, we see each end of this great line of communication already constructed. From Eagle Bridge, or that neighborhood, to the Hoosac Tunnel, the Troy and Boston road is already operating a road. With the completion of the tunnel, that line is carried through the tunnel to the other side, where we find a line already completed to Boston. At this end of the line where we strike North Bay, which is on the direct line from Oswego, or very nearly, as nearly on a straight line as you could expect any railroad to be constructed, we find a line completed from North Bay, 47 miles, to this city, already in operation—the Midland road. And the line from this city West—here we strike the lake—is in process of completion, as we have been informed to-day, as the Lake Shore line is to be put under contract, and will be completed doubtless, as soon or sooner, than the line connecting east can be all completed.

I have been over the line from North Bay, as far east as Gloversville, during the last week, and I do not propose to detain you much in arguing in favor of the line to which I call your attention, beyond trying to state as briefly as I can the characteristics of the line in relation to facility for construction, and operation when constructed. Very many of the gentlemen whom I address, are fully aware that the line from North Bay to Rome, is on, what may be called, a water level; the land is flat. It is very near the line of the long level of the canal. As you approach North Bay, the line would descend a little, the lake being a little lower than the canal, and a straight line can be laid from North Bay to Rome, so that that portion of the line between North Bay and Rome may be said to be an air line—perfectly straight and flat. From Rome the projected line will run into the town of

Floyd, near Floyd Corners, from there to Holland Patent, or near there; probably crossing the Utica Black River Railroad at that point, and from there running eastward, almost in a direct easterly line to the West Canada Creek. Of course, actual engineering and location of the line might vary from the ideas that I have gathered about it in passing over it, in connection with an engineer, as I did last week. Crossing the West Canada Creek about a mile or a mile and a half below Trenton Falls, then following down the west bank of Canada Creek, any gentleman who may consult a map, on a sufficiently large scale to show him the bearing of the country, will find at the point which I have mentioned, the West Canada Creek turns almost directly to the east, and, for the distance of six miles, down to Poland, runs in a very nearly due easterly direction. A little south-east, the line will run along the West Canada Creek to Poland, running down the creek, and, at the same time, working out of the valley and getting up the slope, rising as you pass Poland up into the ground above Poland, so as to get out of the valley of the creek. Passing between Poland and Cold Brook, and then following around the southerly slope of what is known as the Norway Hills, there is a natural valley there passing around a little south of Norway Corners, passing through the north-east corner of the town of Fairfield, and into the town of Salisbury. I confess that although I had been informed there was a favorable line for the construction of a road there, I found the general character of the country, the general formation of the country there, much more favorable for a line of road than I had expected. There is a valley running around from the West Canada Creek valley, from the neighborhood of Poland, running through the town of Norway south of Norway Corners, through a corner of the town of Fairfield, across the town of Salisbury, which is extremely favorable for the construction of a railroad line. Instead of the line being difficult, on the contrary, I think it is extremely favorable, and that the engineering difficulties to be encountered will be very small. I will say here, lest I might be supposed by some gentlemen familiar with the country to not be stating the thing entirely fairly, I will say, between Poland and Cold Brook there will be some expense incurred in getting across the points of some sand hills, that project out from the elevated lands further north, but it is through a light soil. After you pass Poland, and get into Norway, the line from there on follows a natural valley. The summit of the line is in the Town of Fairfield, about four miles east of Norway Corners. There the water begins

without any formidable barrier—the line begins to descend the other way, to the east, and there is a stream running from the Town of Salisbury, which those of you will recollect is a pretty wide town from west to east, running in the neighborhood of Salisbury Corners and Salisbury Centre, a natural valley across there, which presents a very favorable aspect for a line of railroad. Through the town of Salisbury you are at the elevation you will keep until you cross East Canada Creek. As you approach East Canada Creek my judgment is that the line will cross that creek not farther north than the village of Devereaux, and probably within three miles south of that. So far as the general observation which I and the engineer with me were able to make, the natural line of crossing in order to go over the ground both ways from that creek would be within some three miles of the village of Devereaux, not higher up than that, and not more than three miles below it. After crossing the East Canada Creek you will have to ascend somewhat, and, in my judgment, the most difficult part of the line, where the most expense and the greatest engineering difficulties will be encountered is for ten or fifteen miles east of East Canada Creek. These difficulties of which I speak there, apply equally to any of the lines that I have heard mentioned, because the Booneville line, or any other line that I have heard proposed in relation to this road, would pass through, as far as I understand it, the same region. From near Salisbury Corners, from the old Royal Grant State road, in the town of Salisbury east, what is called the Booneville line, and the Rome line, would occupy common ground. They would be on the same line probably. The friends of either line would not contemplate, I presume, a very great divergence from a common line. The most formidable difficulties are east of East Creek, but I don't think they are very great. I am not prepared to present in relation to the line East of Canada Creek as well settled an opinion in relation to it as I am the line this side of East Canada Creek, because I think that myself and the gentleman with me were a little thrown off the track there, and did not go over the line which we ought to have gone over, and my associate, on the examination, is now engaged coming back on the line for the purpose of further examination.

After passing some ten or fifteen miles east, of East Canada Creek, you begin to descend to the east, and the best information we could obtain is that the most favorable line for a railroad there, is a little south of what is known as Newkirk's Mills, in the County of Fulton, and from there passing in the neighborhood of and crossing Caroga

Creek and running down in the direction of Kingsboro, which is a small village and only a mile north of Gloversville. The probability is that the most favorable line will pass within a short distance of Gloversville. That country has not been opened. Gloversville has not been opened to railroad communication until last year. They have a railroad now from Fonda, running to Gloversville. One of the most beautiful towns in the State is there located, of six thousand persons, with a flourishing business. A great number of the residences are handsome, not as the best residences in this city, but as handsome as those that pass for first-class residences in this city. A very beautiful business location. I was obliged to discontinue my journey eastward at Gloversville on account of other engagements. It was only last Friday evening that I left there. The line between Gloversville and Ballston, and Saratoga, I have not been over. The gentleman who was with me was to start to come over it this week this way. My information is that the line from Gloversville, east to the Hudson is without difficulties, over a level country, and where no engineering obstacles will be encountered. From Ballston or Saratoga, whichever line may be adopted, whether you go north or south of Saratoga Lake—if you go to Saratoga you go north of it, and vice versa—to some common point for these two routes, on the Troy and Boston road, you have to cross the Hudson River. As you get to the Hudson River you are getting to tide level, and you have to make the ascent on the other side until you make the point of junction with the Troy and Boston road.

It may be interesting to some gentlemen here to know what the elevations above tide are there. Ballston is 313 feet above tide water. Saratoga 378. I get these levels from the Railroad Commissioners' report in this State for 1856, which contains reports of all the railroads that existed in the State at that time. As you go north to Lake Champlain, Fort Edward, is 143. Whitehall 120. Lake Champlain 88. The Vermont State line 338. On the other side of the descent, as you go up the Troy and Boston road, Schaghticoke is 365 feet. Johnsonville 349. Eagle Bridge 379. North Hoosac 444. State Line 475. Rome is 426 feet above tide; Stittsville, very near which the Rome line would pass, a little north of it, is 560 feet above tide; and the point between Stittsville and Holland Patent is about 600 feet above tide. As you run north, as you go towards Booneville on the Black River road, Trenton is 835 ft.; Remsen, 1187; Steuben, 1284; Alder Creek, 1264; Booneville is 1144. I do not propose to depreciate any competing routes that may be spoken of here

this evening, because I don't propose to enter into that discussion. As you come from the east—the line of the Booneville route talked of, or the Westernville route—these lines would be a common line until you reached the old State road near the west line of Salisbury, if I am correctly informed. At that point our line—the line which I present—keeps on the South side of the Norway Hills. Their line goes to the north, and keeps north of the Norway Hills, continuing an up grade until it passes the summit between that point and Booneville. What I have said describes substantially the route. This route is through a country which, although I had had a good account of it and supposed it was a prosperous agricultural country, and had a good deal of business enterprise, yet, when I came to go over it, it much exceeded my expectations, in fertility of soil and its general aspect of thrift and prosperity. You pass through a fine agricultural country the whole distance, from Rome through Oneida and Herkimer Counties to East Canada Creek. The line along through the Town of Salisbury passes nine, ten or eleven miles as you may locate north of the Central road at Little Falls. For a large district of country the shipping point now is at Little Falls, which is nine miles of south Salisbury Centre. At Salisbury Centre and Salisbury Corners are important villages, full of profitable business, considerable manufacturing done, a good deal of lumber made; but, I want to say in relation to the lumber question, as you pass through that country, the Town of Salisbury, and as you cross the East Canada Creek, and as you go east through Fulton County, there is hemlock and spruce there. They are not able now to manufacture and send to market anything but the most valuable of that lumber, such as some descriptions of spruce lumber sawed in a peculiar way and used in the construction of pianos; and the ordinary hemlock and spruce lumber cannot be manufactured and carted to Little Falls and pay. It is worth nothing. The hemlock is good for nothing; and yet up the east Canada Creek and north line of this road for a long distance, twenty or thirty miles, there is an immense region full of hemlock and spruce, which would furnish to a road, constructed through that country, valuable freight for a good many years. The unbroken forest of the north woods would be along there, only from two or three up, to eight or ten miles north of the line of the road and the country itself, its agricultural products, its freights and passengers would furnish a very respectable business to a road; and, in my judgment, would warrant the construction of a road without any reference to other connections from Rome to Ballston say, or Saratoga.

I would not hesitate a moment, as a business man, to enter upon the enterprise of striking an independent railroad from the City of Rome to Ballston, relying upon the local business to make it pay. I think I cannot be so much mistaken in relation to the general character of that country, as to make a mistake when I say that a road constructed from Rome to Ballston, or Saratoga would, of itself, as a local enterprise—taking the country through which it passes—be a remunerative enterprise; and when you take into consideration the connection at both ends, making it a part of the great line from the sea-board to the West, who can doubt that it would be a valuable railroad enterprise which fully warrants the attention which this Convention is giving to it? I am afraid I am trespassing upon time that belongs to other speakers and I will close.

The President called upon some one to speak for the Westernville route. No one responded.

The Booneville routes were spoken of by MR. HOUGH, as follows :

I had hoped that some one else would speak upon the Booneville route, as I am not accustomed to this kind of business, but, I know something about it, and having been over the greater part of it, I will endeavor to tell you something of what I know of it.

The route from Oswego to Booneville lies from Oswego over a level country to the valley of the Salmon River, a little north of easterly from here. It strikes that valley wherever it shall be agreed upon, either at Pulaski, and from here on the Rome & Oswego Railroad, or further south as shall be found best upon survey. From there it follows up the valley by entirely easy grades, and through a good country until it reaches near the head waters of that river, in the south-western part of the town of Lewis, in Lewis County. From there it goes out of that valley without any high banks, or very high hills, crossing Fish Creek within three miles of Salmon River. There it comes on to the table lands (it is rising all the while) between the Fish Creek and the Mohawk, and the Black River. It passes five miles east of Fish Creek and crosses the Mohawk River in the south end of Lewis County, about a mile from the County line. The Mohawk is a small mill stream. From there it descends towards the Black River. If the waters of the Mohawk should be turned into the Black River, by an excavation of ten feet, it descends

towards the valley of Black River and reaches Booneville, which is at an elevation of 1,120 feet above tide water. The highest point of land, on this route, is seven miles west of Booneville, and is from 175 to 200 feet above Booneville. From Booneville a line bears a little more south and passes near the village of Alder Creek, through on the south side of Black River, without going into its immediate valley, the northerly part of the present town of Remsen, as it now stands. From there, I think it is about six miles, it crosses the West Canada Creek at a bridge, and goes through the south-eastern part of the town of Ohio and across the north-easterly part of the town of Norway. From the West Canada Creek it goes up the valley of the Black Creek, and is by an entirely feasible grade and without any material elevation. It goes up a little. From there into the stream that Mr. Comstock spoke of at Sailsbury, it passes through the depression of the hills. There is a low pass between the hills, and it goes down that valley by an easy and feasible grade to the point in the town of Sailsbury, crossing the State Road, called Diamond Hill, I believe, and from there to the town of Sailsbury, crossing the East Canada Creek, substantially as advocated by the Rome line. From East Canada Creek the advocates of the Booneville route had their attention called more particularly to a line a little north of Newkirk's Mills, through by the lake. The route from East Canada Creek is the line substantially as described by Mr. Comstock. From Oswego, for nearly 40 miles, it goes through an open cultivated country, not densely populated, but a clear country of good farming lands. There it comes into the forest, which has within a few years been broken into, lying in the north-western part of Oneida and the eastern part of Oswego, and the western part of Lewis, passing through wood lands. A country that is susceptible of the highest cultivation, well timbered and where the land is just coming into market, just becoming valuable. That country reaches to within perhaps 10 miles of Booneville. There they come into the Black River country, which is a beautiful farming country, and so continues to the point of junction. I am not, at this moment, prepared to speak as to the extent and distance of the two routes. I don't know that it is necessary that I should. It is enough that there is a route that exists there, that has been examined the greater part of the distance by engineers, and it is pronounced entirely feasible, favorable, and, in every respect, a first-class railroad route. It is a route entirely independent. It comes in collision with no competing routes. It stands upon its own merits and that



is all its friends ask for it, and that the route should be examined by those competent to judge of it, and to let it stand or fall as it shall be found upon its merits.

The Chairman asked the speaker the grade of this route, &c. What would the grade be from the West?

By Mr. Hough.—It is believed there need be no gradients greater than 50 feet to the mile. That we think is determined, and that this by an examination of the country—by a thorough survey—can be lessened from that even. That is going East.

The Chairman requested any delegate present to present the views of the advocates of the Henderson route.

Mr. TYLER spoke on the Henderson route as follows :

Our talkers from our section have gone home and left me to represent them ! I shall do it very feebly. We have a valuable harbor we claim, and worth to the Commonwealth of Massachusetts—in constructing a road from Massachusetts to Lake Ontario—two millions of dollars we think. We are able to show it out. We have a grade to Booneville averaging at the highest grade 40 feet to the mile. It traverses a section of country equalling any section in the State of New York to Booneville. Farther than Booneville I am unacquainted. Our knowledge of railroad matters was based upon information received in Boston two months ago. We supposed that Massachusetts was to build this road through to the best harbor at the foot of Lake Ontario, and we paid some little attention to the enterprise. To-day it looks here as though Oswego had taken the thing in good time and was bound to win. (Applause.) Good on your heads, gentlemen. I admire your pluck. Go in. It ain't too late yet in the day for Henderson harbor to have her resources fully developed, I believe. That this road from Boston to Lake Ontario will yet terminate in Henderson harbor, I believe. I believe we have got the harbor ! We are able to show it up, and a better one than the whole nation can construct any where else at the foot of Lake Ontario. That is all I have to say, gentlemen. (Applause.)

The Chairman requested any delegate to present the views of the Watertown people.

Dr. STEVENS then addressed the Convention :

Mr. Chairman and Gentlemen,—Happening accidentally in the city, for other purposes, I learned there was to be this meeting and came here for the purpose of hearing and not of talking. I therefore have no statistics or anything, except a very general and imperfect idea, and not even that well developed to give you. I can only say this much, that the route to Booneville, and from there through Watertown to Sackets Harbor and Henderson, by the Utica and Black River road, has at least this advantage over the route to Oswego, that it won't bleed Uncle Sam's treasury. I don't know as that is an advantage to present to an Oswego audience. I don't know but I labor under a disadvantage to speak of it here to-night for that reason. There are three or four harbors at the foot of Lake Ontario already to be tapped that will require, probably, nothing at all from the Government to make them ready to receive all the navies of the lakes; either one of them would hold the whole, and they only require that docks and warehouses be built upon the shore, with no dredging and no expense whatever to either the Government or to the forwarders. They are the harbors of Henderson, Sackets Harbor, and then, what is practically the foot of navigation, Clayton. Either one of them, probably, certainly the two latter, are more feasible for reaching Canada, and have the same advantages for reaching the western country that Oswego has. As I understand it, Boston is not now so much desirous of getting passengers as she is freight—to get a great freight road that shall bring the produce of the western country down through her port and out to foreign countries by that road. The disadvantage of going so far north as we propose, is that it is off an air line for travel; undoubtedly a railroad running here would be more convenient for passengers and for travel to the West than a road running farther north, because it will have to come around the lake to make up for that divergence; but, it seems as though the whole advantage of all these harbors could be obtained to Boston and for forwarders, by combining all these routes in a certain degree, running from Hoosac Tunnel to Booneville and then having branches—one, two or three of them—as the occasion and the interests may require, running to the different harbors like fingers to grasp and hold the whole business that may come, either from Canada or the West. If such a route were feasible (I don't know anything about it, practically), it would save the United States

Government a good many thousand dollars in building a harbor out into the lake.' It could also, if it were necessary for travel to Oswego, have a branch coming through the Salmon River valley here.

There is another advantage in running to Booneville, that was not mentioned by the gentleman from Leyden, and that is, that a road built to Booneville at once strikes the Black River Valley, through which a road is already running, which by the 1st of September will be to Watertown, and by the ensuing season, Sackets Harbor, shortening, I should think, by the appearance of this map, the distance materially, so that the only railroad Boston would have to build would be from Saratoga to Booneville. From the latter place to Sackets Harbor and Henderson, and, perhaps, Clayton, three great harbors that will be open and ready long before the Hoosac Tunnel is built—the Black River road will give an opening at once to the lake. It strikes me, therefore, from a simple superficial view, that the most feasible and practical route, in which there should be no competition or strife, which would be the best economy for all parties concerned, would be to make the road from the Hoosac Tunnel to some central point like Booneville, with branches running to the different harbors, as necessities might require, or as trade would be developed. I simply throw out the proposal for what it is worth. (Applause). I have understood the Chairman, this afternoon, spoke of the water power of Oswego as being very valuable and of great importance as attached to the terminus of the road. I would say that Black River, in the proposition that I suggest, with a water power fully as large—and my impression is, two or three times as great as this of Oswego river—would also be tapped, a water power upon which mills could be established for a length, I think, of some fourteen miles, with plenty of water to run them almost standing side by side for the whole distance, and practically illimitable, and, as yet, with only one railroad to bring it into market, or derive any advantage from it. This I know is equal and must be far superior to this of Oswego river here.

The Chairman called upon GENERAL BATCHELLER to complete his remarks in regard to that section of the country.

## Speech of GEN. BATCHELLER :

Mr. Chairman and Gentlemen of the Convention,—The speech which the Chairman was so kind as to say I begun this morning, perhaps would be better to be left unfinished, if it was the beginning of a speech ; but, inasmuch as localities are seeking to be heard and represented in this Convention, and, inasmuch as the definite object for which the Convention is called, seems to be yet undetermined and undefined, and we are groping around for information as to the topography of the country, and its resources, of course, any information that can be given touching any portion of the proposed route will be probably more or less acceptable. As we are here in Oswego perhaps the most intelligible course to pursue is to start at Oswego and proceed towards the Hoosac tunnel, because, as I understand it, this is not a Convention to advocate building the road to any other point than to the tunnel. If it means to build a railroad to Portland then it is not right to discuss that question unless Portland is represented, and I understand that Boston meets Oswego with the intermediate localities, and that Portland having had its hearing has rested upon its merits. (Applause.) From the Convention they had at Saratoga in 1869, to the present time, I have been a firm and earnest advocate of the Oswego and Boston route, (Applause) without holding any sort of parley or compromise with the so called Portland route, I think I have some reasons for the faith that is in me. One of the main things which justifies the movement on the part of Oswego and Boston to shake hands with these iron bands across the country is, that Boston has pledged a large amount of capital, its public faith, and, above all, its pride upon the completion of the Hoosac tunnel, and through that tunnel an outlet to the lakes ; and, it is bound to have that outlet in some form and over some route, and, all they wish to know is whether localities along the route—not varying too far from the direct line—will aid them, and to what extent. It seems to me the duty of the leading interests is to ascertain definitely what the merits of the various localities are. I mean more in regard to the topography of the country, because the laws of engineering and the laws of trade are going to, in the end, control the construction of this road ; and, if it is found that any route presents obstacles which are sought to be overcome by the Hoosac tunnel—to wit : heavy grades, of course, that route will be abandoned to those having the best grades. We start from Oswego and casting our eye along the map—and railroad maps are very deceptive sometimes in their general lines, more especially in regard to streams and the relation of railroads to natural

descents and water sheds, than people are apt to suppose—in casting our eye between Boston and Eagle Bridge, because in all our undertakings to reach Hoosac Tunnel we have got to go through that notch in the mountain, there is a high mountain between the Hudson River and the mouth of the tunnel, lying immediately between the city of Troy and North Adams, and to get out from the rear of that mountain to the Hudson River valley you must follow the line of the Hoosac River, which passes the notch at Eagle Bridge. Therefore, the route to be considered is from Oswego to Eagle Bridge. You leave Oswego and proceed towards Eagle Bridge, and you naturally follow the road already constructed, as suggested by my friend from Rome, Mr. Comstock—the Midland road. It has nearly fifty miles already completed, and in a direct line, the line already sketched from Oswego being parallel, or nearly so, with the Midland road. From that point you run almost directly to Rome. Along the western slope of the spur of the Adirondacs, which runs down towards Schenectady, known on the east side in the Sacandaga valley as the Mayfield mountain,—there is a range of mountains lying south of Piseco Lake, and this range of mountains becoming very slight near Northampton, the rocky forest ceasing at Kingsboro, in Fulton county. These mountains have got to be passed over or around. My theory is to pass around the south end of them and thus avoid the heavy grades, because, if you go by Piseco Lake and Boonville, you must go at least 1,500 feet above tide water, and that elevation is not gradual, but it is intersected, as any engineer familiar with the route will show you, with streams running to the west from the mountains, cutting deep gorges and making heavy valleys to be filled, and deep cuts to be excavated, and at the same time raising until you get to Lake Piseco, and I understand this to be the Boonville and Portland route, because the Boonville route means Portland. The Boonville route by Piseco Lake, just above Northampton, passes off near Luzerne, and off to Whitehall, intending to go on to Castleton and Rutland and thence to Portland. That route has been surveyed, and gentlemen are present in the room more familiar with the survey, and who are open advocates of the Portland route. To get to Boston you don't want to swing so far north into the Adirondacs; if you do you lengthen the distance and increase your grades from west to east. All of those things are to be avoided, it seems to me, by any sensible engineer in the selection of this route. Then I would adopt the route suggested by Mr. Comstock, pursuing the route on the western slope of the Adirondacs until you get to Caroda Lake,

in Fulton County, and then you pass around the spur of these mountains near Gloversville or Kingsboro, and there you strike a creek which empties into the Sacandaga and the Hudson River. At Caroga Lake you have overcome the highest elevation between Lake Ontario and the Hudson River Valley, and I don't think Kingsboro is over eight or nine hundred feet above tide water, certainly less than a thousand.

By Mr. Comstock—Not as much as that.

By Mr. Batcheller—I think it is not as much as that. In passing from that route there has been an actual survey made by an engineer resident at Saratoga, who much to the regret of those interested in the country has lately deceased. Mr. Greene, several years ago surveyed a route from Troy to Oswego, taking substantially the same route pointed out by Mr. Comstock, striking Oneida Lake at the north-east corner returning directly from Oswego, keeping along substantially the same dot line through Johnstown to Troy. It kept between Schenectady and Ballston, so substantially the line has been surveyed between the point in Fulton County and to Oswego, and found by Mr. Greene to contain no elevations to exceed forty feet to the mile. Of course the construction of the original line would have valleys to fill, which would probably in the beginning exceed that, but it is susceptible of engineering demonstration that a route can be obtained from Oswego to Fulton County, on the Hudson River watershed—where the water flows towards the Hudson River Valley, at a grade not to exceed forty feet to the mile. I understand that full loaded freight trains can be run over such a road without any difficulty. I mean a train containing twenty-four to thirty cars with a heavy engine.

The route from Oswego, when all others are considered, and I don't wish to say a word against the Boonville route, and I have a good word to say for them directly. The route for Boston and Oswego is on the western slope of the range of mountains until you get to Gloversville or Kingsboro, and then turning the southern spur and shooting towards the Hudson River. I come now to the terminus or point at which this road will strike and cross the Hudson River. Of that country I can speak from the book, having been instrumental in procuring the surveys and being personally familiar with every foot of ground. The route laid down by the gentleman who sketched the straight road from Oswego to Ballston is all very good until it strikes just south of Northampton. When he strikes that point, Ballston being some fifty feet lower than Saratoga, to

get to Ballston you have got to go fifty feet lower. You have got to have a grade which will carry you to that point. There is an easy route running from Kingsboro directly east into the northern bounds of the town of Galway, in Saratoga County, crossing Kaderoseras Creek, at Rock City. You can cross the Kaderoseras Valley upon a high bridge, and thereby avoid a depression you would have to make in going to Ballston. Then you reach Saratoga at an elevation over 350 feet above tide water. The elevation of Eagle Bridge above tide water, and the elevation of Saratoga Springs above tide water is about equal. They are each of them about 350 feet with an intermediate gradient that shall not exceed forty feet to the mile. With these facts, it seems to me that the problem of reaching Eagle Bridge, upon a desirable gradient in approaching the Hoosac Tunnel, is solved. I have the honor to be the President of the Railroad Company known as the Saratoga, Schuylerville, & Hoosac Tunnel Railroad Company. As a beginning we propose to build to a point in Washington County, immediately east of Saratoga, known as Union Village. At that point is a road running south to the Troy and Boston road at Johnsonville, and it is eighteen miles from Saratoga to Union Village or Greenwich. When we have eighteen miles of road built we can run a car from Saratoga Springs to the mouth of the Hoosac Tunnel without any difficulty. But the Greenwich and Johnsonville road is only about four miles on the route that I should recommend for the Boston road. Passing south-east from Greenwich three or four miles, then you turn and build directly to Eagle Bridge, so that by the construction of a road eighteen miles, from Saratoga to Greenwich and six miles beyond Greenwich which would be twenty-four miles of railroad to be constructed, gives us a direct line from Saratoga to Eagle Bridge, and of course there we strike the Troy and Boston road, which is the route of all roads coming from the mouth of the tunnel west, and making the distance from Saratoga to Eagle Bridge twenty-eight miles. I think it can be shortened to twenty-six miles. I have experimented at considerable expense in the selection of a route from Saratoga to the Hudson River Valley. I have examined all the crossings of the Hudson River from Troy to a point three miles direct north of Saratoga, and it is utterly impossible to cross that valley at any other point than near Schuylerville, a point famous in our historical annals by the surrender of Burgoyne, the road running through some of his old earthworks that still remain. It is utterly impossible to cross the Hudson Valley at a gradient of less than ninety feet to the mile from east to west, or west to east except at that point,

and I have a profile of the road which admits of the passage of the Hudson upon a "high bridge," and I use the language which my friend Mr. Derby may have forgotten, it having been nearly a year ago that he dictated it. He suggested that we cross the Hudson River, in some correspondence I had with him, "upon a bridge which would be of sufficient elevation to be out of reach of enlarged ship canals running between the Hudson River tide water and Lake Champlain," and we can cross the river at that point fifty feet above the water, and without very great expense, and have an excellent rock foundation for the piers of the bridge, and we approach the bridge at a grade of forty-five feet, and at about \$10,000 a mile for three or four miles we can reduce that grade nearly ten feet, to thirty-five feet, but it was satisfactory, and I told my engineer if he would place the grade at forty-five feet it would be acceptable to us. I have a word to say for the benefit of gentlemen who are of the opinion that Ballston—that the route by Ballston is in any ways practicable, and Mr. Comstock seems to understand the topography of the county, because he speaks of going around the south or south end of Saratoga Lake. The trouble is that in passing between Ballston and the south end of the lake, to the river, the moment you reach the south end of the lake you come into low marshy ground. The country between the lake and the river is very high undulating slate knolls, and these running from north to south would involve very expensive excavations and fillings, and you would strike the river, where the banks are precipitous on both sides, and utterly impossible of passage by any engineering, that is, within the limits of the expense contemplated by this route. There is but one point, and that is at or near the mouth of Batten Kill, a stream which runs from Vermont to Washington County, and empties into the Hudson River at Schuylerville. We go down on one side of the valley of the outlet of the Saratoga Lake, and ascend on the other side of the valley of the Batten Kill, and in that way we secure the eligible grade. We are asked why we can not go up at the mouth of the Hoosac? The descent of the Hoosac River down to the Hudson is so precipitous that the Troy and Boston road running from Troy, taking the elevation from Hoosac Street in the city of Troy, to Schuylerville, the average gradient is forty-nine feet to the mile, but the actual gradient, and that road has been running fifteen or twenty years, is eighty-seven feet to the mile over many sections, and these valleys cannot be filled or closed in any practical manner. Now to show you the elevation from the mouth of the Hoosac River to Schuylerville, the distance is a little over four miles. The



Troy and Boston road has twelve miles to overcome this grade and they have a gradient of eighty feet to the mile over many sections. But to go up in four miles it is impossible to get a gradient under ninety or one hundred feet to the mile. In looking upon the maps you see the road at Ballston approach a point farthest west; you look at it and see that it runs to the river above Troy, it is not exactly correct there. The natural inference is that there is only a little link of a few miles to be connected, but in connecting that link you have to overcome a gradient of one hundred feet, which would render a freighting road impracticable. In the road running from Kingsboro to Saratoga, and from Saratoga across the Hudson Valley at Schuylerville, and from thence to Eagle Bridge, we have a route by actual survey that admits of no gradient to exceed forty-five feet to the mile, and I think that is within the limits of any freighting road that can be built from the west to the east that passes the Hudson Valley, for it is well known that the road from Troy to Eagle Bridge encounters a grade of over eighty feet to the mile from the West to the East, and can not draw over ten cars loaded with grain by a single engine.

By the Chairman—We claim to take fifteen.

By Mr. Batcheller—I stand corrected. I have been informed by a steam engineer who runs an engine on the Albany and Boston route, that they seldom, in the spring or fall, or when the track is damp, take more than ten loaded cars up at a time, and especially up the Washington summit, and by the Rutland route these difficulties are encountered, and those are the only two routes by which you can approach Boston. You must go through the tunnel, and you don't wish to destroy the great motive which has prompted Massachusetts to build that tunnel by encountering a gradient this side of the mountain, which would destroy all the benefits derived from the tunnel itself, and, therefore, I say if we will be practical, if we will look it in the face as the engineering obstacles present themselves and its advantages, we must cross the Hudson valley at a point where we can secure a gradient at forty-five feet to the mile, and much better if we can reduce it to thirty. To capitalists who construct, the first question will be, What will be your gradient? I think Portland and Boston are in conflict in this matter. That Boston will never advance a dollar of capital or recommend to foreign capitalists for the construction of the Portland road, and, therefore, Portland must secure the construction of its road by its own resources or secure foreign resources by its own efforts, and it

must of necessity come by Glen's Falls and by Booneville, and whether it empties its western terminus in at these harbors which nature has provided north and east of Oswego, or whether it terminates in Oswego, is matter to be determined when that company build that road. With that matter we have nothing to do, we deal with an interest that proposes to build a road to Boston through the tunnel, and we must take the shortest distances and the best gradient. When we look at fifty miles of the road already constructed from this town, with elegant depots, when I present to you eighteen miles of it in another year already constructed from Saratoga east, and when we have the little link to be filled up, and largely aided by local enterprise, the city of Rome brought in with its capitalists and enterprise, towns filled with citizens and wealth, instead of going to the mountains, I think the route suggested by the gentleman who represented Rome, the route known as the Saratoga & Rome Midland route will be regarded as the most available, and the most expedient of any that have been yet suggested. I hope my friends from Booneville, and I hope my friend who so forcibly, not with many words but with earnest and characteristic zeal in a manner which was as well understood as though his speech had been an hour long, presented the merits of the harbor at the North, I hope they will take no offense in what I say—for I am here to advocate the Boston and Oswego route—when I say that it seems to me that Oswego must, of necessity, for the time being be considered as the western terminus of this road, because it has its harbor already equal to its present emergencies, and contributions from the government to quadruple its advantages, and it has its enterprise now under foot by the Midland road, and other roads terminating here, to construct on the other side an additional harbor, and, if it shall be found in the future that they are not equal to the demands of trade, how easy it will be when this road shall become a great established line to extend one of its branches, grasping for the commerce of the West, to any other of these harbors west or north. But for the time being Oswego presents the docks, and it has the water power, and it has a city already constructed, and it has granaries and elevators which cost immense sums of money. Nature may have provided a harbor, but God makes a harbor and man forms the town. The enterprise of Oswego has created the elevators and the means of unloading this grain, and the parties who construct this railroad will not have to build them in the future. Western Europe wants flour already ground; it wants its prepared wheat, and look at your mills. What have we

beheld to-day? The most magnificent facilities for the conversion of grain into flour, and its adaptability into the various uses, that exist in the United States. As I understand it the milling facilities to-day exceed that of any single city in the United States. (Applause.) This cannot be constructed in a day! Europe wants flour in bulk and ground ready to eat. It don't want grain shipped in bulk to be taken there when their water powers are fully taxed in the manufacture of cottons and various fabrics. It wants Oswego to grind and prepare it in various forms, and its starch in its various forms, so that it may be shipped in barrels, and in quantity ready for consumption in the East and in Europe, and Oswego is prepared to supply such a demand. Therefore, it seems hardly relevant on so serious a subject as this to debate whether this road, which is not yet laid out, shall terminate at some other point than the great and prosperous city in which we now hold this convention; and, on the other hand Boston looks, of course, at great natural advantages. It looks at the harbors north and west of us, and it is not unmindful of the very able presentation of the claims of Watertown and Black River, but in looking at this question we must remember that by going to Watertown we go to Portland, and must take the Booneville route, and when we get to Watertown we have got our elevators to build, and build a canal from the lake to Watertown, and, therefore, the water power existing at Watertown is not to be compared with the water power at Oswego, because the water power here is on the border of the lake, and there it is several miles away, and the facilities for grinding and preparing the grain here exist. Let us take the even country from the south end of Oneida Lake to Rome after taking advantage of the forty miles already existing independent of any other necessities: let us take them in a line and pass through a country that is settled. Mr. Derby says Boston don't propose to ask their legislature to give all this money. They will give us the finishing touches and put the great engine in force. Are we to get these benefits? In New York we have the town bonding law, and when we bond towns we must look at their facilities for bonding. After you strike beyond Booneville you strike into the mountains. You go into Hamilton County, and the non-resident taxes which Hamilton takes to pay bounty debt and other claims, have imposed a tax of nearly sixty cents an acre upon the wild land of Hamilton County, and there are very few here willing to pay more than a dollar an acre for the entire tract. There are but two or three towns in Hamilton County that have hardly any inhabitants. When you strike into Fulton County you

strike into a poor country. Their valuation in many towns does not exceed an amount necessary to build a mile of the road. Governor Claflin has a tannery on this route suggested by Mr. Comstock, and if he knew our road was going through his immediate vicinity his powerful aid would be brought not only as a public man, but his private interests would be brought to bear with eastern capitalists in favor of this route. Mr. Comstock has not exaggerated the enterprise of Gloversville. It has the largest glove and mitten factory in the world. It has immense wealth and capital, and they have a road running to Fonda which they have built at their own expense, and they are anxious to be placed upon the line of an eastern and western road, and I believe they would bond and furnish sufficient means to organize and grade it through their own town. The leading citizens there I have talked with, and they say they are willing to put their hands into their pockets. Of the Saratoga route the money is already raised to build the road from Saratoga, with its connection with the road at Greenwich, in Washington County. We must not lose sight of 50 miles of road on this end; of the bonds, scattered all along which may be furnished to help to grade and furnish this road; nor the 18 miles of road which I am engaged in constructing at the other end. I throw no obstacles in the way of the Booneville route but the gentlemen must be frank enough to acknowledge they have all attended the Portland meetings and have advocated the construction of a road from Oswego on the lakes to Portland, that would come upon their line. They can not have both routes. The two routes are in conflict. They can not ask Boston to build their road on the line of the Portland road. I have had interests in the Sacandaga valley that would be benefitted by the Portland road, but to go over these elevations, fifteen or eighteen hundred feet, is simply out of the question, and to do it, you must go 20 or 30 miles north of what would be the most direct and feasible route. This thing should not assume a bickering and quarrelling form. Let us adopt some measures to-night or to-morrow, before this Convention adjourns, to practicably test the speculations that have been entertained here to-night, because we know if there is a feasible route to be found, that that road is to be built, and we know the great commerce of the West, which concentrates here at Oswego, is not only to have an outlet to the South, but it is going to find an outlet to the East, and Boston is going to extend its arms to reach it, and whether it runs through this town or that, it seems to me the sections lying intermediate should put their shoulders to the wheel and say to the enterprise, "We give you God speed," because

it is a magnificent enterprise, the laying of one track will be only the beginning. The commerce yet to pass over this road will astonish and exceed the highest dreams of its most earnest and zealous advocates.

MR. BENTLEY, of Booneville, was called out.

Mr. Chairman.—I had not when I came here to-night any expectation of addressing this meeting. I should not have been called upon on behalf of our town, or interests of our locality to address this meeting. We came here to attend a meeting which we understood to be gotten up in the interests of connecting the great lakes with the harbor of Boston. Whether it should be by a route through Booneville or Rome we cared not. We did not understand that this meeting was to determine what route or feelingly discuss what route, but to favor the great project of connecting the lakes with the Boston harbor. It is better, it strikes me Mr. Chairman, as a member of this Convention, that something be done to organize a company. Let surveys be made. Let the claims of each locality be fairly understood. Let them be understood by a practical survey, and then determine understandingly and knowingly where your route will be; that which is the shortest, the most direct and the cheapest route. I was therefore somewhat surprised when I came in here, knowing for the last three or four years this line had been under consideration, and, that during all that time from Boston to Oswego, Booneville was one of the objective points. I came into this court room to-day, and I looked for Booneville upon the map; I could not find it until by the aid of some friends, I found, if the gentlemen will have the kindness to look about the centre of the map, way up almost under the tacks that glisten on the top, a little red spot, no letters so small as those indicating Booneville. Sir, it struck me that this map was gotten up in the interests of some locality. Now, that Booneville should be placed there and this line drawn through it is very proper, no doubt, if railroads run in straight lines without reference to the geography and the topography of the country. If railroads are to be laid down on a flat piece of paper and maps constructed around them, those who got up this have created a success; but, if they are to be constructed in accordance with the topography of the country, then have surveys made, have measures taken, and levels taken, and then you will understand where the road will come. By the explanations of the gentleman from Rome, and of the gentleman who has just preceded me, and who has paid your city a high compliment, and well

deserved, and who has extended the right hand of fellowship from this city to the city of Boston, and its harbor, who has presided temporarily over our deliberations, I thank him on behalf of Booneville for what he has said about Booneville, but, he speaks of us as pledged to the Portland interest. There he counts without his host. We are pledged to the railroad; we care not whether its eastern terminus be Portland or Boston; its western terminus be Oswego, or Henderson Harbor, or Watertown, but, some great thoroughfare connecting the New England States with the lakes at Oswego, realizing thereby the great commercial desideratum which is to be looked for. They have paid us compliments, and we can pay them compliments, but they are not profitable here; but, allow me to call attention in favor of the Booneville route to one fact in which they both concur, that starting from Ballston or Saratoga they go northerly of the line indicated as the dot line, and at one point, at least, as I understood Mr. Comstock to say, it was on the elevation and in the locality that the Booneville proposed route runs. Allow me to say that the Booneville line does not run within twenty miles of Piseco Lake. The Boston line through Booneville does not run within twenty miles of Piseco Lake. It does not run within ten miles of Hamilton County. It is on the elevation Mr. Comstock mentioned, and which Gen. Batcheller mentioned. Why, I would ask, after having realized that elevation, drop down out of the way to Rome, drop down into the Mohawk Valley? That valley which is now so broadly occupied by the New York Central & Hudson River Railroad Company, the largest monopoly in the world. That company which will absorb with its capital of sixty-five millions of dollars, the interests that are talked of here to-night if you come in contact with them. Going down into the Mohawk Valley, as you must necessarily do to follow the line as indicated by them; but, I did not desire, sir, upon this occasion to express any decided preference for the one route or the other. As I understood at our meeting this morning, a committee was appointed, who was to form and present to this Convention resolutions or topics which was to be discussed by the members of this Convention, and, although it is not out of place nor improper to have routes talked about here, I would call for that committee to report and to see them lay before the Convention some organized plan what we are to discuss, and the means that are to be realized by this Convention. Establish your company, determine to connect Oswego and Boston, and then let your company go on with its engineers and locate a route which shall be the shortest, and cheapest, and the most feasible; whether

it strikes Booneville or Rome makes no difference to the great interests at stake. They are entirely secondary, as was well remarked by our distinguished friend from Saratoga, who presided temporarily over the deliberations of this Convention this morning; routes, local interests, all ought to be kept in the back ground until the great fact shall be determined that a marriage ceremony so happily intimated by the chairman of this Convention this afternoon, in his distinguished address, shall have been determined upon, and that Boston and Oswego should join hands in that ceremony; then let them mark out the route; and, right here permit me to say that I should be glad to hear some gentlemen from Oswego express their sentiments in this informal meeting this evening upon the subject of the routes. (Applause)

The Chairman here called upon the HON. GERRIT SMITH, who declined, on account of the lateness of the hour. Mr. Smith, however, was insisted upon, and addressed the Convention as follows:

Mr. Chairman,—It was my good fortune to be in this city a year or two ago, when gentlemen from Portland visited it. I was glad to meet with them, and glad to exchange thoughts with them. I came to this city at this time to meet and exchange thoughts with the gentlemen from Boston.

Oswego is a stranger both to Boston and Portland. Boston and Portland are strangers to Oswego. The only eastern commercial alliance that Oswego has is New York. I was very glad, sir, to hear you, Mr. Chairman, say to-day that you desired an alliance between Oswego and Boston, and that the alliance should be so intimate as to deserve the name of marriage. I should be happy to see Oswego married both to Portland and Boston, as well as New York, and then she would have but three husbands, and in these days of free love and Mormonism three husbands cannot be called an immoderate supply. I say in these days of free love and Mormonism three husbands cannot be called an immoderate supply. Oswego tenders her bridal hand to Boston, and she promises if Boston will accept it to love it more than she loves any other of her husbands, provided only she can make more out of Boston than her other husbands. Oswego does not claim to be a disinterested town. I hope she does not. She admits that she is mercenary. She admits that she is in the market for the highest bid. If Boston, with her wealth, with her great enterprise, and with all those merits that

went to make up your glowing eulogy, taken away to-day, and no more glowing than truthful, and if Hoosac Tunnel can make herself more attractive to Oswego than Portland, with her deep capacious harbor, or New York, with her vast commercial advantages, it is very well; then Boston will have the highest place in the estimate of Oswego, the first place among her husbands. Now, what more can I say at this point? Perhaps nothing more. I will pass on.

That New York, Montreal, Portland, and Boston will wage a very sharp competition for the richest commercial prize on the whole earth. What is that prize? It is the surplus from this great West. How brief, in comparison, with the immense volume of that surplus produce are the granaries of the Black Sea, and the old granaries of old Egypt? I believe, sir, that the great bulk of this produce—this surplus produce of the great West—will find its way to the foot of Lake Ontario. Some part of it will take other directions, will go to New Orleans, to Baltimore, to Norfolk, Charlestown and so on. A part of it, a small part of it I think will come by rail, the vast proportion will come by water. I know it has come to be believed by many, intelligent men too, that railroads will supercede navigation everywhere. I am not amongst those, I can not so think. They fancy that our Lake Ontario, though coupled with Lake Erie by a spacious connection, will not suffice. Railroads will still surpass it. Not long ago I was conversing with Horace Greeley about the practicability of irrigation in Colorado, where you know, sir, he has a town named after him. He was charmed with irrigation, and he said to me, of course somewhat jocosely, "rain is found to be a blunder, irrigation is so superior," and some of these gentlemen look upon Lake Erie and Lake Ontario as a blunder. I think they are no blunder. I think no railroad can come into successful competition with that long line of natural navigation. Of course I don't suppose all this to take place unless there shall be a better and sufficient spacious connection between Lake Erie and Lake Ontario, and of course, not until these contemplated roads from the East shall be made. You can tell better than we can when these roads will be made, for we shall have to depend largely upon Boston to have them made. We can promise in turn that this connection between Lake Erie and Lake Ontario will be completed no doubt within two years. I think, sir, the important point to be settled in this connection on this occasion is where is the precise point at the foot of the lake where the surplus produce will be collected? Is it Fair Haven? Fair Haven is a beautiful, spacious, safe harbor, and, being such, wharfage in that harbor will be cheap, much cheaper than it



is now here. Will it be Henderson Harbor? Henderson Harbor is also, as has been said this evening, a large, spacious, natural, safe harbor. Will it be there? There, too, wharfage will be very cheap, much cheaper than here now. Will it be Oswego? I think it will be Oswego, and I will mention a reason or two why I think it will be Oswego. In the first place the distance from the East to Oswego is but about the same as to Fair Haven and to Henderson. Perhaps half-a-dozen miles less than to Fair Haven, and perhaps half-a-dozen miles more than to Henderson. This is a small advantage that Henderson would have over Oswego, and certainly far more than balanced by the fact that Oswego is forty miles nearer the great West with its surplus produce than Henderson harbor is. Although Oswego harbor is mainly an artificial one, it is with the help of the government, and with other help that we anticipate, to be a large and safe harbor: a harbor easy to both entrance and exit. The government has lately begun the great wharf referred to, and will no doubt prosecute it as far as we shall need the work. Then the Midland Company will build, probably, as much more harbor on the East side of the river as the government will afford us. So we shall not lack harbor in Oswego. I pass on to one more reason that has been dwelt upon this evening, and it is an important one in favor of Oswego. There is here already a considerable city; a growing city. Here will be in a very few years fifty to a hundred thousand people. Well, it may be said that making Henderson harbor this terminus will help Henderson harbor. It will. Making Fair Haven harbor its terminus will help it. It will. This would not make a considerable city, if a city at all of either Fair Haven or Henderson. It may be as asked what does Boston need of a great city at the point where she shall receive her surplus produce? I answer, she needs the low prices which the competition of a great city never fails to beget. That is what she needs. Here, as has been said, are many strings to the bow of Oswego. Oswego has this unsurpassed water power, unsurpassed not in volume, but sufficient in volume, but unsurpassed for facilities in putting it to an advantageous use, and here are commodities which will serve for up freights, salt and coal, and that can not be affirmed of Henderson harbor, and certainly not to a great extent of Fair Haven. I need not dwell on this point any further. I will close, saying, that we are glad to find Boston gentlemen interested in this. To find them favoring the termination of their road at Oswego. We hope to see you and others, sir, here frequently. We hope to see you here to share in our trade and our friendship. We hope to see you here to acknowledge

our healthful and beautiful city, and should any of you be taken sick, and you may be, such a thing is possible in this world, here is our newly discovered spring, which is a cure all. (Applause.) And then our friend Mr. Doolittle is building a splendid hotel over that spring, and he will furnish you with luxurious apartments in that hotel, provided, always, that private hospitality here will suffer you to go to a hotel. (Applause.)

Mr. Littlejohn was loudly called for, and the President desired him to take the stand. Mr. Littlejohn said that inasmuch as it was late, he would give way to his friend, Hon. John O'Donnell, of Lewis County, who had for six years been a Senator of the State, and whom the Convention would be very glad to hear.

Hon. JOHN O'DONNELL spoke as follows :

Mr. Chairman—With your permission I will talk for about three minutes where I am standing. I confess, Mr. Chairman, when I listened to Boston through the Chairman, to-day, that I was surprised. Accidentally I was in this vicinity, and I came to the meeting. I was glad to hear from Massachusetts. I love that State, because it is a State of enterprise. New York has had to learn from the State of Massachusetts. When Massachusetts speaks of her noble appropriations to build railroads, she speaks to her credit, and history will record it, and history will record something else. I fear for the State of New York, when we are playing second fiddle to the State of Massachusetts. Look at the noble appropriations of the State of Massachusetts, to build railroads. I want to give the President one fact to carry back to Massachusetts. Think of the State of New York with corporate capital untaxed, more than the entire assessment roll of real estate and personal property, and corporate tax, corporate tax untaxed, and yet unwilling to aid a great State enterprise, through a State when the neighboring State is taking away her commerce. I came here, to-day, prejudiced against Oswego as the objective point of this railroad, and I have been converted since I have been here. Since I have travelled over this beautiful city, and I have looked at its magnificent water privilege and its thrift, and seen the enterprise of its citizens, I confess I am converted; and yet I live at the terminus of the Black River & Utica R. R. I want to say a word for Booneville, and I don't want to say a word to disparage others; but, I want to say this

word to Massachusetts. That Booneville is the other point—no point south, not along in the Mohawk Valley, not down, hundreds of feet, where you come in competition with a great mammoth Corporation that absorbs this State and all its enterprises. Booneville is the point. When you reach Booneville, all the arguments used in favor of the route so far as the Midland road is constructed, applies. At Booneville you strike a point that has already a railroad reaching to harbors below Oswego. Concede all that is claimed for Oswego, yet there are harbors below. There is the harbor of Ogdensburg. The railroad from Booneville leads directly to Ogdensburg. Then comes Clayton. The friends in Clayton are building a branch to the road now being constructed to Morristown from Lowville. There you have Ogdensburg and Clayton making two, then you come to Sackets Harbor and Henderson, which are four; then you come to Oswego—and here you have five harbors that will contribute to the freight of this road if it strikes Booneville. Suppose it does not strike Booneville. Suppose, to change, as has been stated here, that it is the Portland road. What then? If Clayton is all that the friends of these points claim, what then becomes of the Boston termini? If Henderson Harbor is the finest harbor upon this lake, then commerce and Portland reaches that harbor and Boston does not reach it, but reaches Oswego, what will be done with the great through road? If Boston strikes Booneville and goes directly to Oswego, I want to say a word about Lewis County. A member from Saratoga spoke of the woods of Hamilton and Fulton, and, without disparaging the country through which the portion of the road is already built, which he speaks of, I say to him that a railroad through the wilderness of Fulton and Hamilton, the woodlands are worth more to-day than the cultivated lands. If the railroad goes through the timber land they are worth more per acre than the cultivated land of many portions of Saratoga County. If you come to Booneville and go through to Watertown, you will go through the finest section of the State of New York, without any exception. Take the best lands in Oswego and down the Mohawk, and go into Herkimer County, and you have no better farming land than we have from Booneville to Lake Ontario. Do you remember we have taken the premium in Lewis County, at State Fairs, for years, upon cheese? One year upon butter, and one year upon wheat? And that is the section through which this road from Boston to Lake Ontario will pass. Boston can strike Booneville and then go on to Oswego, and we will take care of the balance of the road. I promise you this, knowing the



citizens and interest beyond Booneville. I say we will have the road built from Booneville to the lake. We say we will build that road and you may go on to Oswego. It is a beautiful route.

HON. D. C. LITTLEJOHN being called for, came forward and spoke in favor of the enterprise, showing plainly and conclusively that Oswego harbor presented better facilities than any other port on Lake Ontario for the terminus of this great line.

We regret that we are unable to furnish a complete report of Mr. Littlejohn's remarks, as, for some reason, the stenographic reporter was not present during its delivery.

On motion, the Convention adjourned to 10½ o'clock, to-morrow morning.

#### THURSDAY'S SESSION.

Pursuant to adjournment, the Convention was called to order by the President at 10½ A. M., who called Mr. Bentley, of Booneville to the Chair.

An interesting paper, prepared by Edward F. Johnson, C. E., upon the subject of railroads, was read by Hon. D. G. Fort.

The same gentleman also read the following paper from Mr. R. T. HOUGH, of West-Leyden, Lewis county, advocating the Booneville line.

WEST LEYDEN, N. Y., June 12, 1871.

Hon. D. G. Fort, Dear Sir,— It is with deep regret I am obliged to say that illness will prevent my attendance at the Convention to be held at Oswego, on the 14th. Deeming its object of the highest importance, I must beg leave to offer a few considerations as to the choice of route from the lake at Oswego to the Hoosac Tunnel.

There are two routes whose merits are likely to be most thoroughly canvassed there and to those I shall give my attention.

One of these runs through the south-eastern part of Oswego and central part of Oneida counties, near the north shore of the Oneida lake to Rome, thence through Floyd and Trenton, crossing West

Canada Creek at or near Trenton Falls into the town of Russia and through Norway near Salisbury, Herkimer county, where it will meet the Salmon River route hereafter referred to. On this Oneida Lake route another line would lead from near the north-easterly extremity of the lake, through Lee and Westernville, through Steuben, Trenton, Russia, and Norway as before. These two lines, though they will be advocated by different persons in the interest of their several localities, are substantially one route, will pass through the same section, be of the same general character, and encounter the same obstacles; and are nearly identical with the survey made in 1854 for the Troy and Oswego R. R. Co. From Lake Ontario—until they rise from the valley of the Mohawk—they run through a generally level country; well settled, cultivated and fertile; where timber and fuel are scarce and high, lands valuable, and where there are already more facilities for communication by railroad than in any other section of Central New York. When either of these lines leaves the valley of the Mohawk to overcome the elevation toward West Canada Creek at or near Trenton, high hills, broken lands, and deep ravines are to be encountered, the streams to be crossed are in deep gorges, and all these difficulties are heightened as the limestone region about Trenton Falls is reached, until they become well nigh insurmountable, and so continue by which ever line is taken, through the limestone hill region of Russia and Norway, until they reach Spruce Creek in the western part of the town of Salisbury, where they meet the Salmon River and Booneville line.

The other route referred to lies from the lake at Oswego to Salmon River, at or above Richland Station, thence up the valley of that river by entirely easy grades and substantially a direct line to near the head of that stream in the south-western part of the town of Lewis, Lewis county. This valley is the only place where the "back bone" or high ridge lying east of Lake Ontario is cut into from the west, between Oneida Lake on the south and Black River on the north; but this valley divides it practically into two parts, the land on either side within a few miles being 300 to 500 feet higher than the valley. From where the line leaves Salmon River, it continues in the same direction across Fish Creek, there being no high lands between the two streams, reaching the table lands at the eastern bank of Fish Creek by easy and uniform grade, thence by these table lands, and a nearly level route in the same direction, crossing the head waters of the Mohawk at or near West Leyden, and thence down the valley of a small stream (which reaches within half a mile of the Mohawk and with but a slight elevation of land between them) to Booneville, thence bearing more south-easterly, and leaving the

valley of Black River to the north-east, and the hills and deep ravines of the Mohawk and Lansing Kill to the south-west—passing near Alden Creek, through the northerly part of the present town of Remsen, without going into the immediate valley of Black River,—across West Canada Creek near Bousefield's bridge ten or twelve miles above Trenton Falls,—through the south-westerly part of the town of Ohio and the north-easterly corner of Norway, up the valley of Black Creek (on lower and by far more level ground than the southern lines,) through the depression between that valley and the valley of Spruce Creek, and down the valley of that stream into the town of Salisbury six or eight miles north-westerly of Salisbury Corners, where it will meet the lines of the southern route as before stated. There are no high lands to be crossed between Boonville and this point of the junction, the extreme variations of level being not more than 150 to 200 feet, and the distance from 30 to 35 miles.

From a long and intimate acquaintance with the whole country through which these routes run, I believe a thorough examination and survey will establish the following facts in favor of the route by Boonville and Salmon River, over either of the lines of the southern route ;

That it is practically ten miles shorter ;

That its highest point, about four miles east of Fish Creek is not 100 feet, if it is any, higher than the highest point on the other route in the town of Russia or Norway ;

That the total rise and fall is 600 feet less than on either line of the southern route—owing to the broken and hilly character of the country through which the southern lines pass in eastern Oneida and western Herkimer counties ;

That the up grades, going east, are all in an easy, uniform stretch near the lake, and not in short, sharp pitches at a distance from the terminus, as on either line of the Southern route ;

That these grades in the Salmon River valley are easier and more uniform, not nearly so steep as the grades east of the Mohawk valley on either of the other lines ;

That the cuttings, fillings, bridges, and other engineering difficulties to be encountered will not be one-half as many or expensive by Salmon river and Boonville as by either line of the other route. I do not know of a place between the lake and the point of junction where there is a foot of rock to be cut on this route ;

That the right of way will be much cheaper, timber for bridges and ties and fuel, being abundant, will cost much less ; the country to be opened up is one which will be greatly benefitted, where tim-

ber, waterpower, and all the elements of improvements are abundant and only wait to be used :

That the road can be operated the year round for much less money on this route, even it were as long as the other.

It is true that a portion of the line in Oswego and Lewis counties lies at a higher elevation than the corresponding miles on the southern route, and that more snow falls in the winter. For nine-tenths of this distance it lies in sheltered valleys and through wood lands, where it is far less exposed to the winds than the open country of the south. The difficulty from snow arises less from the fall of a few inches more or less, than from its being drifted and blown about ; this route is much less exposed in that respect than the other. A fall of snow which is no obstacle in sheltered localities, becomes a serious trouble when drifted into roads by the high winds of an open country ; and those who are familiar with both sections know that this is just the difference between them. Even, however, if it would cost more to keep the track clear from snow in the winter, the sum saved in the cost of fuel will pay the difference ten times over.

It is not to be supposed that the Boston people need instructions as to their interests regarding management and connections. If the southern route is chosen, they would at once come in direct competition with the New York Central, at Rome, and with the Midland, at North Bay, the interests of both which companies are antagonistic to those of Boston. This needs no argument ; the rates at which the movers of the Boston project proposes to carry freight compared with the rates charged by other companies, and the different points at which the lines reach tide water, will convince the most careless observer that the roads are to be worked upon different principles and distinct purposes. The fact is, that those gentlemen who advocate the southern route, whether they intend it or not, are playing into the hands of the New York Central and Hudson River Railroad Company. The argument of that company will be, when freight is at Rome, or at North Bay, instead of having it taken up and down through the Trenton Falls hills and ravines, it can be much more cheaply carried to Troy and thence to the tunnel. When it arrives at Troy, the stronger temptation is held out, to place it on barges and let it be towed with the current at a nominal expense down the Hudson, or carried by the Hudson River Railroad to New York. The Boston people intend to be parties to another sort of enterprise. They desire to own and control the whole line they use from Lake Ontario to Boston, without coming

in competition with, incurring obligations, or becoming tributary to any other route.

If the Central is really at the bottom of this sudden "Rome route" excitement, and is doing its utmost to secure its adoption, in hopes that the difficulties of the line will delay or defeat the construction of the road, and continue its present monopoly of the business between Lake Ontario and tide water, it would be nothing new in the history of railroad management, nor would it be the first time the same influence has been felt in a manner hostile to this enterprise.

Another fact which may not be without significance is, that the Central Co. has for years been purchasing large quantities of land in the valley of the Salmon River and vicinity for the wood on it, and has recently built a "wood road" up this line for the sole purpose of procuring fuel for its own use between Buffalo and New York.

These are not the only routes, however, whose claims have been and will be urged upon the consideration of Boston capitalists and railroad men. At the meeting of the Committee of the Massachusetts Legislature, the last spring, the merits of every port on Lake Ontario, between Fair Haven and Sackets Harbor were industriously urged, and of course each of these ports was to be reached by the most feasible route and the mildest grades. These routes through Jefferson county all pass through Booneville, and take the valley of Black River or the terrace west of it, through Lewis county. Delegates from all points in Jefferson county unite in the statement that Booneville is the point to be made in any event. In tracing either of these Jefferson county lines on the map, a comparison with the Salmon River route, showing fifteen to thirty miles more land, and twenty to thirty-five miles more water carriage, at once disposes of them.

Respecting the route from Salisbury east, I believe an entirely feasible and favorable line is to be found, crossing East Canada Creek, about a mile above Emmonsburgh (formerly known as Whitesburgh), thence by Wheelerville or Garoga Lake, as shall be found best on survey, near Peck's Pond, a short distance north of Gloversville, north of and near Fonda's Bush, through Galway and by Rock City mills to Saratoga; or by a more southerly line, from near Fonda's Bush to Ballston. From either place a feasible and direct line can be found to Eagle Bridge, on the line to the Tunnel.

I am led to prefer this line by Wheelerville or Garoga, to the more southerly one through Lassellville and Peck's Centre, because it seems more direct, and by a desire on the one hand to run clear of the spurs of the Adirondacks on the north, and, on the other hand,



to keep on the table lands, and above the deep ravines which cut the hills on the northern side of the Mohawk Valley. As to these questions of the route, I am satisfied the gentlemen from Boston and the East, who intend to build this road, and to own and use it afterwards, know precisely what they want to do, and how to go to work to accomplish their purpose. That they will find and occupy the best route, and that the line through the valley of Salmon River and Booneville answers their requirements and will be finally adopted.

Wishing all success to the enterprise,

I am, yours respectfully,

R. T. HOUGH.

COL. WILSON, United States Engineer, in charge of the Harbor Improvement at Oswego, presented the Convention with a map of the harbor improvements and soundings.

MR. MOLLISON was called out and addressed the Convention :

MR. Chairman,—While I am a strong friend of the New England and Oswego line, I am no less a friend of the Boston and Oswego line. My theory is, there must be two lines of road, one reaching from Oswego to Portland by the way of Booneville, and then give us a line from Oswego to Boston by the best route that can be found, and let that route be found and examined and determined upon having the great interests of each location brought before it, and let that determine the line. I don't think, sir, I am prepared to discuss the Boston and Oswego line. If the Oswego and Portland line was up for discussion, I think I am prepared to talk for the Oswego and Portland line, but my friend, Mr. Fort, has considered this to a considerable extent, and has the matter in charge, and, I think, when Mr. Fort is ready to express his views, to the Convention would be instructed by what he shall say.

MR. CHURCHILL addressed the Convention as follows :

MR. Chairman,—I have not considered particularly either of these lines. I would not feel myself prepared to discuss the comparative merits of either of them.

HON. S: BATES was called out, and gave his experience as a director of a company formerly organized to build a road from Oswego to Troy :

MR. Chairman and gentlemen of the Convention,—I had the

honor of being a director on a projected road from here to Troy—called the Oswego and Troy road, some ten or a dozen years ago. I don't recollect how long ago. When we started a corps of engineers I went with them and we commenced in Herkimer County, and I was with them from Rome through Floyd and to the West and East Creek, and so on. I did not go clear to Johnstown, but I was with them and I know what the line is from Rome to Johnstown. From here to Rome it is not necessary for me to speak. We all know what that is. We had two lines running from here to Rome, one has been spoken of by the way of Oneida Lake and North Bay, and from there to Rome which we all know is an easy grade. It was substantially this line, but not exactly. The other was by the Rome and Oswego route as far as Mexico, and then struck east and come out into the valley of Fish Creek near McConnellsville, and so on to Rome, and, we run the line in the first place from Rome to the West Creek which we thought, when we started, was pretty nearly a dead level, but we found there was quite a grade from there to Fish Creek. We were surprised to find that there was a grade of about 25 miles from Rome to the West Canada Creek. We struck the creek about two miles below Trenton Falls, at a place that they call Toad Hollow, there we crossed the creek and run down the creek to Poland, and from Poland down to Newport. When we got there we found we had got into a nest that we could not get out of. We had got too low down and we could not get out of there. We tried to climb over the spur of the mountain, but we could not do it. We run one line clear up to Little Falls, and run around the end of the spur at Little Falls within a few rods of the centre of the road and then back again, and from there to Leraysville, and so on to Johnstown. We found that would not do, and we went back up to West Creek and started a new line; instead of crossing the creek at Toad Hollow, we went up two miles above, nearly at the foot of the falls, and there we crossed and tried another line to reach what we called Maly Summit, which is about half a mile from the village of Norway. That Maly Summit, we found, was the last summit we could cross and get into Sailsbury. We ran for that summit, and in doing so, we went half way between Newport and Norway village, a little nearer Norway village, and from there one-half or three-quarters of a mile north of Fairfield, and so we came into Maly Summit. We run a line through there over into Sailsbury. We were surprised when we got to Maly Summit how much higher we were than at Rome. I think Rome is about 420 feet above tide water, and we found Maly summit 1,400 feet, which made it 1,000 feet above Rome. We

were then so high, the question was how were we going to get across the East Creek? We thought the best place to cross would be at Brocket's Bridge, and in doing so, we had to go over, and in order to get down the summit, was so near the creek we had to take quite a wide circuit around to get a grade that would answer to go down. We started with the determination of not going over 35 feet to a mile if we could help it, but we could not get down to the creek with that grade, even taking a large circuit.

I will speak of the line—our second line. After we crossed the creek at the foot of the falls, then we jumped into these spurs spoken about this morning, and we had to jump from one to the other, which made deep cutting and deep filling, and still by doing so we got the line of 35 feet from there to Maly summit, but we could not succeed in getting down to the East Creek with that grade. Then it was suggested, although I did not go into that line, and I believe it was not run, but we learned by information, that if we had branched off before we got to the falls, and run above the falls across the river, at a little village called Prospect, although it would have been a little higher grade, it would have been greater all the way from Rome to there, and there would have been the summit, and then we should have gone over into the valley of Spruce Creek, and had an easy, gradual grade down Spruce Creek to the place mentioned this morning—Whitesburg—across there it is four or five miles above Brocket's Bridge, and from there to Johnstown we would find an easy grade, but we found the cutting between the two creeks would be very costly, and from the East Creek to Leraville was over a rough, hard route; but we learned if we had gone up to Prospect, and gone down the valley of Spruce Creek, it would have been an easy grade up and an easy grade down, and we should have reached Johnstown or Gloversville with an easy grade all the way, and avoided the sharp points of these mountains, that spur range near the river.

MR. DERBY, the Chairman of the Committee on Resolutions, submitted the following :

Resolved, That the completion of the roadway from Duluth to St. Paul, the progress of the Northern Pacific railway, the recent appropriation of Canada for the enlargement of the Welland Canal, and the rapid increase of the products of the West, clearly indicate that the commerce of Lake Ontario will soon be greatly augmented.

Resolved, That it has been clearly shown that the Hoosac Tunnel under the Green Mountain range, five miles in length, will, by the energy, intrepidity and resources of Massachusetts, be completed in

little more than two years, and before the close of business in 1873.

Resolved, That the completion of this great enterprise will open a new, direct, and most important avenue for the transmission of Western products through the heart of the New England States to Boston, the British Provinces, and Europe.

Resolved, That the city of Oswego, at the foot of the lakes, by its admirable position and harbor, its trade in coal, salt, and iron, its important and improving railway connections, its population, lake navigation, and wealth, should have an easy and unbroken connection with the new avenue to the East.

Resolved, That there is conclusive evidence before the Convention that a railway link can be made upon a direct route, and with easy gradients, and not exceeding 120 miles in length, to connect Oswego and the lakes with such new avenue.

Resolved, That a new company should be organized to raise the necessary capital, and to construct such railway link with promptitude and despatch.

Resolved, That the precise route for such link should be determined by actual survey; that it should be, as it well may be, direct and level with no gradient rising from west to east more than forty feet to the mile; that it should be graded for a second track, with width sufficient for future expansion, so located as to furnish good connections with other seaports upon the eastern end of the lake, and so constructed as to bring Oswego and the lake within nine hours of Boston, and to give reasonable facilities for good connection with the city of Portland.

Resolved, That to provide for the future growth of the traffic, it is important to secure in advance ample depot grounds upon the harbor of Oswego, and to command at least one hundred acres for the accommodation of the business.

The Committee would also suggest to the Convention, with the resolutions, the policy of appointing a committee for the purpose of preparing for the organization of the company, to call a future meeting at such point between Oswego and the Hudson river as shall be found appropriate for furthering the objects which are had in view by the Convention.

Mr. Fort moved that the report be accepted by the Convention, which was seconded and unanimously carried.

By HON. CHENEY AMES :

Before the adoption of these resolutions—I move their adoption—and before they are adopted, I propose that this Convention shall not leave here until they are made more or less acquainted with the situation and prospects with reference to the harbor. It seems that

that subject has been considerably dwelt upon, and is often mentioned as an objection to the terminus of a system of railroads to this city. Upon a rough estimate, it has been made in times past by those competent to judge, and who are experienced in that line, it has been satisfactorily demonstrated that a pier and break-water of sufficient height and magnitude can be formed parallel with the shore of the lake in this vicinity by an expenditure of \$300,000, which will encompass sufficient harbor room to cover the resolution presented by our distinguished friend, of one hundred acres. \$300,000 will do the same upon the east side of the river, giving a wharfage of three-quarters of a mile, and enclosing an area of one hundred acres or thereabouts.

Here, then, we have, sir, by an expenditure of \$600,000, harbor in the city of Oswego of two hundred acres, which are at the disposal and for the use of the commerce of the lake and of the railroads, or system of railroads that may terminate here. Now this sum, to those not familiar with calculating by the hundreds and by the millions in enterprises of this magnitude, may seem too large and too overwhelming to be undertaken by a city no larger than Oswego, and by her system of railroads no stronger, financially, than she is; but, allow me, sir, to say that that amount of money, \$150,000, now is already in the treasury, appropriated for the completion of this work. The job is let, and the lumber and materials are now being accumulated for the immediate commencement of this enterprise. When it is taken into consideration that the general government have already adopted this system—have already approved and made its appropriation, it is very reasonable to suppose that what they have thus undertaken will be completed, and that, too, with as much expedition as can consistently be brought to bear upon the judicious expenditure of the money. But, suppose we come to the alternative, and have finally a change of administration, or a change of base of the present administration shall come to dwarf us in our anticipations, we have then, if this enterprise be a success, a system of railroads of sufficient strength to carry the enterprise upon the east side alone, upon our own resources and responsibility. The Rome & Watertown road has a terminus here. The Midland road also has and the Boston and Oswego road will have a terminus, and the Portland and Oswego will have a terminus. Thus, you see, there is no more hinderance, and no more probability of a lack of harbor than there is that either or all of these enterprises should be accomplished. This, then, I take it, will satisfy any one that the difference, or



in other words, the lack of harbor room for the city of Oswego is overcome, and that too to the satisfaction of any and all that may anticipate, and while here it may be well for Oswego, for she has not spoken upon this subject, to glance at some other points of advantage that may be derived from the adoption of these resolutions, and the adoption and completion of the enterprise. First—We have in Oswego a city, as has been remarked, of some little enterprise, and have already secured some considerable commercial advantages by the means that has hitherto been adopted, and by the means now being adopted to bring the business here. It is questionable whether an enterprise, now establishing itself as a connection between Lake Ontario and Boston can well afford to go and build its elevators, its wharfs, its piers, can gather its enterprising men and get them together in a locality and secure the necessary capital to the accomplishment of all this, in addition to the large undertaking of a railroad, consequently I think that when we talk about any other terminus of the road from Boston upon Lake Ontario we talk commercially, and it is all out of the question, and while to those who are disposed to regard these natural harbors with much interest. There is the time coming, perhaps, when the commerce of the lakes, and the trade from the East to the West may call them into request. Then, sir, it will be time to bring them into utility. We have here these mills, and let us say while we have these there is an advantage in this direct communication of nine hours to Boston in taking the fresh ground flour from our mills six or seven thousand barrels a day, and we are only twelve days from Liverpool. Only a little more time than it took to carry our flour, two or three years ago to surrounding villages and towns, and when we can fetch our imports in the same brief time. But you say, we have already these extraordinary facilities for reaching the seaboard, by which we can transport our flour to Liverpool, down the Hudson and by railroad, the Midland and others, but, sir, when we fetch in competition Boston we fetch Oswego from 10 to 15 per cent. advantage above her present privileges, and why? It is well known to all the commercial men of Oswego that an unjust discrimination has existed against her, and while the Central Railroad would take flour from Buffalo to New York for 44 cents, it would charge Oswego 55 cents and 60 cents, and that discrimination to-day exists, and while they flatter us with the idea that they carry our flour as cheap, we know the disposition is against Oswego, and in favor of all the western cities, and Buffalo to-day can lay her flour in New York cheaper than Oswego, and Rochester and Lockport, and all those places, and are doing the

same, and when we talk about any connection between Oswego and New York, allow me to say, we care not a fig for New York; we disregard her claims to our commerce entirely, and would rather to-day, all things being equal, that Boston should share the advantages and take it from New York than that she should hold it another day, and, when we have exerted ourselves to the very length and breadth of all we can do to put down and overcome this possession of great monopolies of this state, we come begging at the door of the executive for the paltry consideration of one million of dollars to help us with our last 60 miles that we may go to New York cheaply. That we may go there expeditiously; that we may go there equal with our neighbors who have hitherto been favored with charters and franchises by our legislature, and we are vetoed, and when we go to Boston, after having exerted ourselves to the extent of our ability to build a road from here to the tunnel, we shall go to Massachusetts and appeal to her generosity, not her legislature; to her capitalists, not her government, to aid and assist us in the last 15th or 16th part of a railroad. They will not veto us; and Why? Because their interest is with ours. It is because Boston wishes to have the commerce of Oswego; it is because Boston's interest is our interest, and that is the reason why we shall get a reciprocation there; that is the reason why I approve of these resolutions. When we talk about Oswego's locality and the reason why it should be adopted as the terminus of the Boston road, the summer season is the only natural time the season of the harbor shall be used, and in the fall we have no communication.

Boston has no communication with anybody. When she shall have come so far on the way as Oswego and Chicago, Milwaukee, and all the other Western trafficking cities of the Union, she is on the highway to the great West, where the commerce of the winter will continue to run over the roads to New York. We shall be upon the highway of commerce and Boston will have the nearest and cheapest connection that we can have through Oswego to the great West. These, sir, are some of the advantages of this terminus, and why Oswego feels a deep interest in this matter, and Oswego is willing to do what she can for the enterprise. I will not take further time to give any expression to the many views that have been so well expressed and which might be enlarged upon, and therefore I take it, sir, that this Convention will coincide with the resolutions, that it is not at this time exactly proper for the Company, allow me there, when we undertake an enterprise of this kind it falls into the hands



of a few individuals, and they go rushing on, anticipating good will and support in all of their undertakings, for the reasons that their motives are good and they are working for the general interest and so forth. You will find springing upon either side men disposed to carp at them, and to discredit them, and to believe that they are actuated by selfish and unpatriotic motives, and they will begin thus to pick and to pull to pieces that which they endeavored to build up, but when you go forward and consult the people and lay the advantages before them, and secure influential men upon the right and left and get them to concur in your views of propriety and consistency, and get them to come to your aid and assistance you have secured great advantages, the accumulation of which will aid you to drive the enterprise, whereas if you undertake to do it with a small number and assistance, you will find opposition instead of aid and assistance, therefore the little time that will elapse between this and another time we shall hold a meeting, we should be engaged in securing the best men with us, and the best route, &c. If any one supposed he is going to secure a smooth route and track he is greatly mistaken. He is antagonistic to all the old friends that would encourage him to go forward, are opposed to him for the reason when he gets through the farm they say yes, you can have the right of way through my farm, yes, by paying twice what it is worth. You must go through this street and if not they are your enemies, and if you go that way it is a series of antagonisms, and any man who undertakes to build this road he must calculate he is right, and upon the principal of David Crockett, then go ahead.

MR. FORT then addressed the Convention, as follows :

Mr. Chairman :— I desire to say a few words upon the resolutions just offered. I desire their adoption by this Convention and am particularly gratified that they so evidently bear upon their face the marks of Boston. There are several points that have come up in the Convention that I desire to explain. This map, yesterday was very severely criticised and especially by our friends from Boonville, and the intimation thrown out that it came near leaving Boonville off entirely. All I can say about the map, is this, it was prepared by the engineer of the Lake Shore R. R., who is very friendly to to this Boston enterprise. It was not made with a view of putting on or leaving off any locality. In making so large a map, I presume they found Boonville a little farther north than they expected when they began the work. It was not prepared to injure Boonville. A word about the friends that have been invited to this Con-



vention. Oswego, as was said yesterday, confessed at the outset that we are interested in this movement, perhaps selfishly so; we desire to have this Boston road terminate in Oswego, and what is still more, we mean to have it here, so much we calculate is a fixed fact, but our friends up the lake at Henderson, Sackets Harbor and other places have been talking about their harbors, and we thought it a matter of good neighborhood to invite them here and let them say what they please upon the subject.

We have not only invited them here, but I think they will say they have had an opportunity to say all they wanted to upon the subject, and if they have not convinced the Convention that some of their harbors are the best place to terminate the railroad we are not to blame. There was a word said here last evening in relation to water communication against railway. I am a firm believer in the doctrine that you can carry produce cheaper by water than you can by rail, so long as you carry it in large quantities for long distances without breaking bulk. I have no doubt of it, and I believe that water communication—if it were always open—is always the best. I remember in the year 1868—and those who live here in Oswego will remember it with me—that the Erie Canal was frozen up full of loaded boats, with about four million bushels of grain in transit, which was obliged to remain there until the spring of 1869. You take the four million of bushels that happened by one night's cold weather to be frozen up in the Erie Canal, and give the job to the New York Central R. R. to simply empty the canal of what was then frozen up in boats, and do nothing else—let them deliver at tide water a loaded freight train every three hours during the twenty-four, night and day, Sundays and week days, it would take over 70 days to empty the Erie Canal of what was frozen in there in one night.

The canal opened in the spring and in three days every bushel of grain was at tide water. I do not believe that railroads will be adopted for this kind of freight, so long as you can obtain long water communication in large quantities without breaking bulk. Our friends in Canada have taken hold of the enlargement of their canals. The only obstruction there to long lake transit, are the Falls of Niagara. They have a canal that has once been enlarged to a size supposed sufficient for the largest of vessels that would ever be used—but in a few years the vessels grew beyond the size of the canal. Our friends in Canada have taken hold of the enterprise again and they intend this time to give us a canal that will float vessels as

large as can come over St. Clair flats. They have already appropriated \$600,000 for their canals, and a portion of the money is now being expended in enlarging the Welland Canal. I take it that Canada, Montreal, Kingston, Toronto, Cape Vincent, Watertown and Oswego alike has an interest in bringing grain upon this lower lake. The enlargement of the Welland Canal will greatly facilitate such result. It will bring grain some two or three hundred miles nearer tide water than lake Erie. Our friends in Massachusetts were looking westward for business, and they finally came against the Hoosac mountain, and what did they do? They never faltered but began tunneling through it. They will have expended, when the Hoosac tunnel is completed, ten million dollars in getting through that mountain, including a small section of road, to say nothing about the roads that lead to it. Massachusetts will have spent ten millions of dollars when they get through this mountain, and where does the tunnel look? It looks out into an open country with all west of the tunnel to the lakes yet to be built. They will spend ten million dollars to get nowhere. I don't believe they design any such thing. Massachusetts when they began the Hoosac tunnel did so for the purpose of going to the lakes. The Hoosac tunnel is nearly completed, and when it is completed they mean to carry out their original design. It seems to me this much is clear. But two years are to elapse before the Hoosac tunnel is completed; but two or three years will elapse before the Welland Canal is enlarged. It will take us two or three years, the best we can do, to get our railroad from Oswego to the Hoosac tunnel; and this Convention is not called one day too early to begin the enterprise and go forward with this work. In relation to the harbors upon this lake, as I said, we admit at the outset, we are selfish. We want you to understand that we called you here because we like Oswego better than Henderson, or any other place. We believe, too, we can give the best advantages to this through line of any port upon the lake. I need not go through the argument at this time. Vessels must have return freight or they will not come to these ports. This is the only place on Lake Ontario that they can get it. They will not go to Henderson with their loads if they must return light. The lake is frozen over six months in the year, and where is the road from Boston to run during the six winter months, if it strikes the lake anywhere else than at Oswego? They would run to an empty harbor with no means of getting a bushel of freight after they get there. We, of Oswego, have the road west of us laid out, the line selected, the

money raised and have advertised for proposals to build it. The road from here to the Niagara River will be built before the road from the Hoosac tunnel can possibly be completed. That is a fixed fact. In Oswego we look towards Boston, and we never stop to ask whether our eye passes over Rome, Westernville, or Boonville. We would not give the burnt end of a rye straw to go to all or any of these towns except as it forwards this one great work. We mean OSWEGO AND BOSTON and the town or towns that stands in our way between this city and Boston harbor—you may call it a favored or a disfavored town—will surely have the road pass through it. We mean, simply, Oswego and Boston, and between those two points we want the best, shortest and cheapest route that can be obtained. I must say something against what was said here last evening. New York and Boston are rivals to each other in commerce. So Boston and Portland are rivals to each other in commerce. The three cities stand looking towards the west, and each are striving—as enterprising men should strive—to get their share, and, if possible, more of the trade. That I take to be a fact. It was argued here last evening that we can start from Oswego and come down to Rome, by using the Midland R. R. I am not here representing the Midland R. R., or saying a word against it, but I do not believe that Boston—trying to get commerce away from New York—is ready to run their cars upon a road that was built expressly to take business to New York. The Midland road from Oswego to New York is a New York road. It is being built in the interest of New York. Oswego gave liberally of her money to build a road to New York, and we did it for the purpose of getting a through road under one control, one that could control its own business from the harbor of Oswego to the harbor of New York, without asking favors from other lines. That is the whole gist of the enterprise. I do not believe that a road built expressly to carry freight and business from Oswego to New York will meet the demands that Boston is to make upon this harbor. I have no objection to the road if we can use it, but do not believe it will meet the case. I do not want it understood that I commit myself even against using the Midland, but it does not seem to me that is what Boston is after. Boston wants of Oswego precisely what New York has. She wants a road controlled by one mind and one interest, from Lake Ontario to the port of Boston, and it seems to me that wherever that line may go it should be an independent one. Now, my friend, Gen. Batcheller, from Saratoga, has talked of the road that he is building from Saratoga to Eagle Bridge, it may be just upon the line, if so it must be merged into the Boston

road, and not be run independently. This road, as well as the roads represented here by Hon. E. H. Derby, must be put under the same control. If Boston desires to get benefit from the railroad we are now constructing, one interest must control the road from her harbor to ours. I am in favor of the adoption of these resolutions.—They do not commit us to Boonville, Westernville, or Rome. I am not opposed to either of these routes, but I am in favor of the best route from here to Boston, and do not care over what line it passes. I believe, when that shall have been adopted we will have no difficulties in building this road, that cannot be met and overcome. There is one thing about the resolutions I do not exactly like. I would rather the Company should be formed here to-day, but do not object, if it is thought best, to adjourn a month or two hence. I like the resolutions in that they do not commit us to any particular route. Let us have friends, that overlook localities, put in the direction of this enterprise. Let us have men that are willing to take the whole subject, examine it in all its bearings, and then let the road strike just where the interests to be attained shall best be promoted. I move, sir, the adoption of the Report of the Committee.

The Report of the Committee was unanimously adopted.

By Mr. COMSTOCK :

I move that a committee of—I am not particular about the number—for the purpose of naming some number. I will say a committee of five be appointed, under the resolutions, in relation to the organization of a Company to carry out the purpose of that resolution, and I will here say, sir, I am aware that a question of that kind might excite some attention in this Convention, that I desire that all interests which may be desired to be represented, in different routes, shall have a fair chance and fair play, in order to have their views properly consulted in the organization of any Company. I do not desire the thing should be put in shape to take advantage of any gentleman, or any locality, or anything of that kind; but, it will be necessary in order to organize a Company that there should be consultation. It will be necessary that gentlemen representing more or less conflicting interests should consult together. That they should agree on the Board of Directors, and that there should be some sort of connection. If we were to undertake to do anything to-day, in the way of completing the organization of the Company, all those questions would be thrust upon this meeting. I do not know of any better way to get at those questions than to appoint a Com-

mittee and let them consult. A Committee which will exercise forbearance towards each other and look at this question in its large aspects, and seek to accomplish the general purpose contemplated by this enterprise. I move that a Committee of five be appointed for the purpose of carrying out the objects of the resolutions in relation to the organization of a Company, to be appointed by the President of this Convention.

Mr. BATCHELLER seconded the motion.

By Mr. BATCHELLER,—Do I understand that this Committee of five is to organize a Company, or to make arrangements for further consultation and the examination of the organization which is now in its incipient stages?

By the CHAIRMAN,—I will call upon the gentleman (Mr. Comstock) to define it more exactly.

By Mr. COMSTOCK,—My purpose was to move the resolution in general terms to carry out the objects of that resolution with a view of giving the Committee ample powers to call a meeting, if they choose—another meeting—or to act in relation to the organization without calling a public meeting. My object was to give the Committee discretionary power to carry out the objects of the resolution already adopted.

By Mr. BATCHELLER,—Perhaps my friend will accept an amendment, that I am constrained to make, that that Committee in as much as it is to possess plenary powers in this matter, and to exercise discretion whether we shall call another Convention, or to proceed as a Committee and perfect an organization, that the number be increased somewhat, in order that there may be more minds in consultation and, perhaps, the greater strength of localities represented.

By Mr. COMSTOCK,—I have no objection to the suggestion made by Gen. Batcheller.

By Gen. BATCHELLER—I would suggest, at least, nine—twelve or thirteen—say, perhaps, nine?

By Mr. COMSTOCK,—I accept the proposition to make the Committee nine. In answer to the suggestion of the gentleman, from Saratoga, I desire that the friends of the different localities may have an opportunity to suggest some name to be put upon this Committee. I think the only fair way in relation to this matter would be some course of that kind, that the views of all may be represented. Mr. Batcheller has presented an interest to the Convention. The question will arise whether the road shall go to Saratoga or to Boe-

ton, and I should like to see my friend Batcheller on the Committee and also some one from Ballston.

By Mr. BATCHELLER,—I understand there is no gentleman from Ballston claiming the road to go there. I spoke to several gentlemen from Ballston to come here to be represented, and I do not think they want the railroad. Saratoga presents to the Company the consideration of the immense passenger traffic to and from Saratoga. In August last there was sold—by the ticket agents at Saratoga—over fifty thousand tickets during the month of August alone. It is estimated by the ticket agents at Saratoga that about one-third who come and go during the visiting season, come upon excursion tickets that are neither bought nor sold at Saratoga, so that you can form some idea of the sale of fifty thousand tickets during the month of August at Saratoga; and double that would be those who purchased tickets to go there whose tickets expired at that point and purchased tickets to go away, and add one-third to that number for those who travel upon excursion tickets and you can form some idea of the traffic at Saratoga. You can treble the number for the entire season. That interest no road must ignore, and I think when we come to advertise the great through route from Boston to Lake Ontario, and, if you please, adding the Lake Shore to Niagara, and a pleasure route which contemplates Niagara and the view and scenery of the lake, and the wild scenery between the lake and Saratoga, and the great work of the Hoosac Tunnel, and that route—the shortest and most expeditious—there will be no question that the route contemplating those points will be the great excursion route. As between Saratoga and Ballston we have no question. Allow me to say that we are very ready to merge our corporate existence into the trunk line and surrender all claims, so that the great line may be made from Boston to the lakes.

By Mr. COMSTOCK,—One of the objects to which I have looked to in the whole enterprise, is just what the chair has suggested and that is, ultimately, that whatever links of railroads may be brought into this line, the whole thing will be consolidated by special legislation under the existing laws of this State, into one railroad line from Boston to the lakes, and as much farther beyond this point as may be practicable.

By the CHAIRMAN,—The chair concurs in that hope and wish. As to having an independent line, I suppose the idea of the gentleman who presented that thought, was to have one administration and one management. In reference to a line already commenced—with which the chair was very favorably impressed—the line along the

shores of Oneida Lake coming down from Oneida to Oswego. The chair entertained the hope that it might be found to be upon the line and consider it no disadvantage to have a line already built and to combine upon the two lines of business, provided there can be an entire administration from end to end. Should it happen that the line from North Bay to Oswego should be adopted as a part of the line, the chair conceives that it might be easily accomplished, and that when the strength arose, because it is with success that strength springs up that the double line might be made from Oneida Lake and double track by combining the two lines. The chair thinks there is no difficulty in that, from personal experience. Some thirty years ago I had experience in the Western road, and at Chatham Four Corners we met the Harlem Road, which was afterwards extended to Albany and New York. Having come by Boston in order to reach Albany, and having come around by Worcester to reach Albany, concluded she must have a railroad and built the Harlem and Hudson Road; and I believe down to the present hour the Harlem and Western Road are conducted in perfect harmony. They have separate stations, when they reach Albany, the line for New York takes its traffic to New York, and they are under one administration; and the two companies running different routes, to different places, perhaps some conflicting interest, are conducted in perfect harmony; and so I presume between North Bay and Oswego, business might be conducted by the two lines in perfect harmony. If they should happen to differ the country is so easy it does not require any particular grading and the line will be built. The chair throws out these suggestions in the hope they may tend to harmonize future arrangements to be made here.

By Mr. MOLLISON,--I move that the Committee of nine consists of two from the city of Boston, two from Saratoga, two from Oswego, one from Boonville, one from Westernville and one from Rome, and each locality to present the name of the members of the Committee. Each locality to bring forward its own members.

By Mr. COMSTOCK,--I move to amend the proposition by suggesting, and if necessary, proposing, that instead of two from Saratoga it should be one from Saratoga and one from Ballston. There is a question between those two routes.

By Mr. MOLLISON,--I accept the amendment.

The motion was put and carried.

By Mr. COMSTOCK,--I move the President of the Convention constitute one of the members of that Committee.

By Mr. BATCHELLER,—On behalf of the hotel proprietors of Saratoga—because I cannot think of any body else—I would invite this Convention to hold its next meeting in Saratoga. I think that Saratoga is very well calculated for such a Convention as this. We can set up as late at night as we please, and be rising early in the morning and taking a little of the delicious waters that flow so copiously from the fountains, our health may be made permanent, and minds clear and headaches gone. Not of the necessity of the Convention keeping an abundance of the waters to dispel the effects of any kind of dissipation. I would not insinuate so much, but, it adds even to the most robust constitution, to the most felicitous state of physical being to drink a few swallows, or, perhaps, a few glasses of our sparkling beverage before commencing the labors of the day, and then another quality which enters, as you have observed, perhaps more especially from the representatives from Saratoga, which enters into the qualities of the public meetings our springs are supercharged with gas, (applause) and that will furnish another very important material in supplying the elements upon the floor of the Convention that may be held there. Therefore, in behalf, not only of the local interests which will be benefitted and represented, I earnestly invite, and earnestly solicit the next Convention to consider the great through line from Oswego to Boston, be held at Saratoga.

By Mr. JARVIS, of Rome, Mr. Chairman,---I think that question had better be left to the Committee. There may be very high value in Saratoga water, and some people may like the gas. We can get gas enough anywhere, and some people like Ballston water better than Saratoga, and, therefore, I think the matter had better be left to the Committee.

By Mr. COMSTOCK,---I rather agree with the last suggestion. I think it will be well for the Convention to leave our friend from Saratoga to the tender mercies of that Committee, as he is on it, and if it is necessary to have another public meeting we will try to look out and see that the Convention is pretty well provided for before we make terms for the Convention. There was a large hotel built at Ballston 70 years ago, and for 20 or 30 years it was filled and overflowing with business. If they go to Ballston now they will find there plenty of accommodations for the gentlemen attending the Convention.

The following is the Committee :

E. H. Derby, Alvah Crocker, Boston.

D. G. Fort, Cheney Ames, Oswego.



George Williams, Westernville.

Jonathan Beach, Ballston.

Hiram W. Bentley, Booneville.

G. S. Batcheller, Saratoga.

Culvert Comstock, Rome.

The Hon. JOHN STRYKER, of Rome, moved that the thanks of the Convention be tendered to the Chairman of the Convention for the very able and impartial manner in which he has discharged the duties of presiding officer, and to Alvin Bronson for the able address with which he favored the Convention.—Adopted.

Mr. MOLLISON moved that the proceedings be printed in pamphlet.—Carried.

After some pleasant remarks the Convention adjourned *sine die*.

#### MEETING OF THE COMMITTEE.

The Committee, as above, met immediately after the adjournment of the Convention and organized by the appointment of Hon. D. G. Fort, of Oswego, as Chairman, and Culvert Comstock, of Rome, as Secretary.



























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